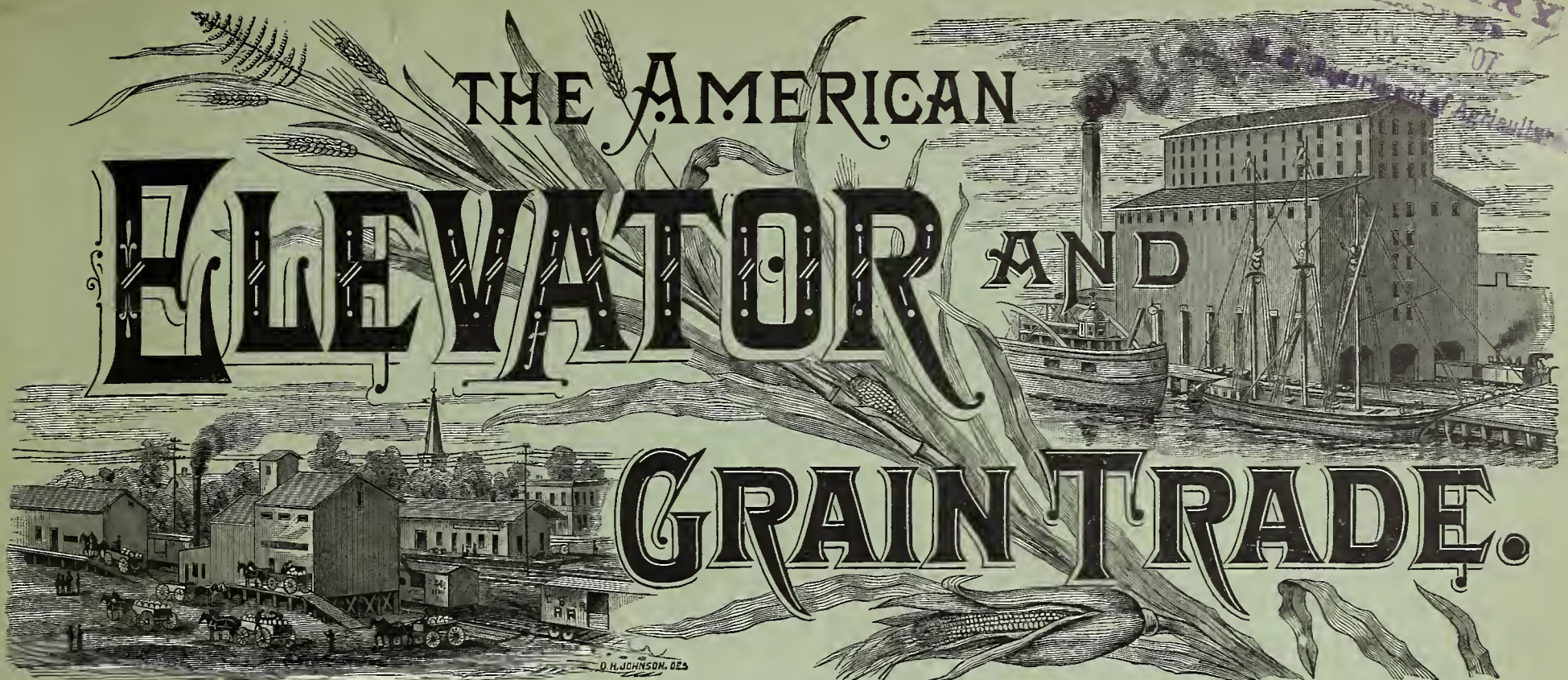


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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXV.

CHICAGO, ILLINOIS, JANUARY 15, 1907.

No. 7.

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Great power in small space; long life; ease of adjustment. We carry them in stock and guarantee every one. The only friction clutch for clipper and cleaner drives, because they can be adjusted while the shaft is running.

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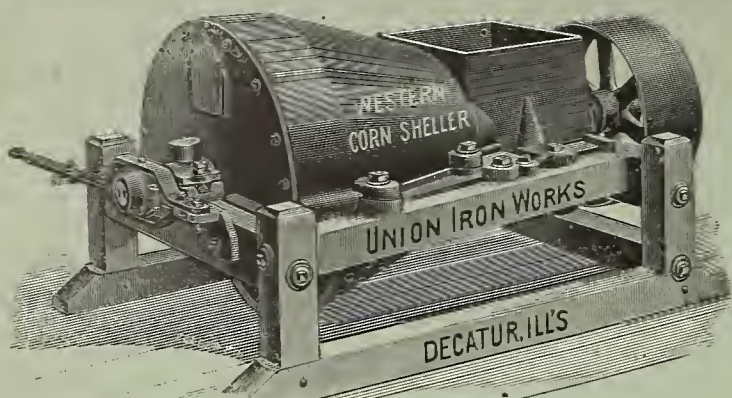
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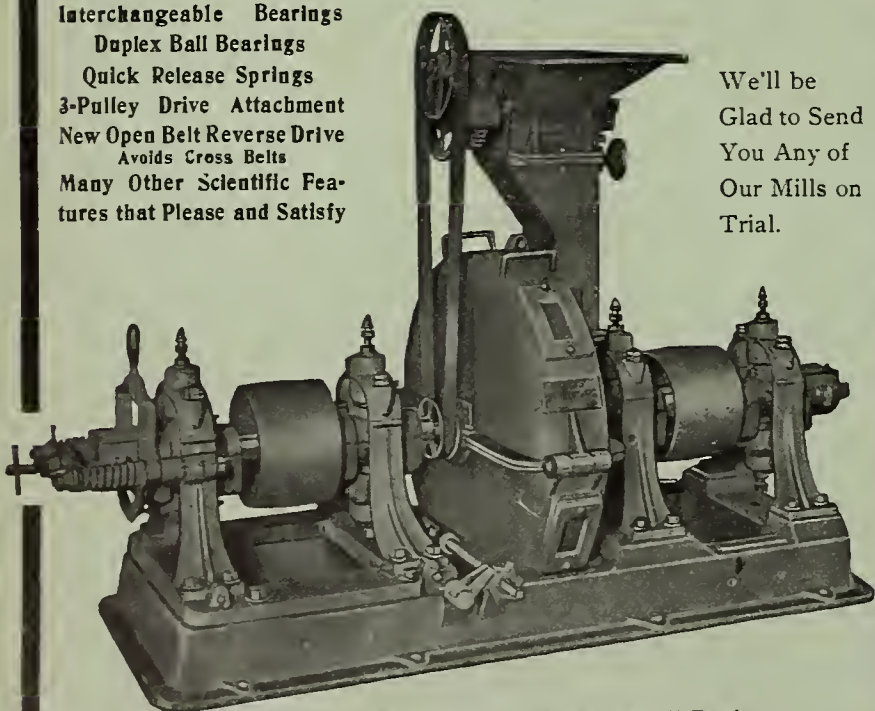
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Interchangeable Bearings
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Our Mills on
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A Live Member of That Vigorous "Best on Earth" Family

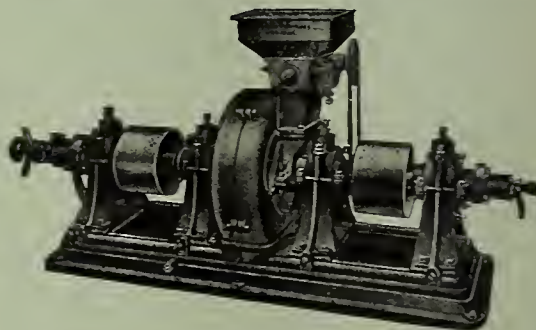
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Mention amount and kind of power you expect
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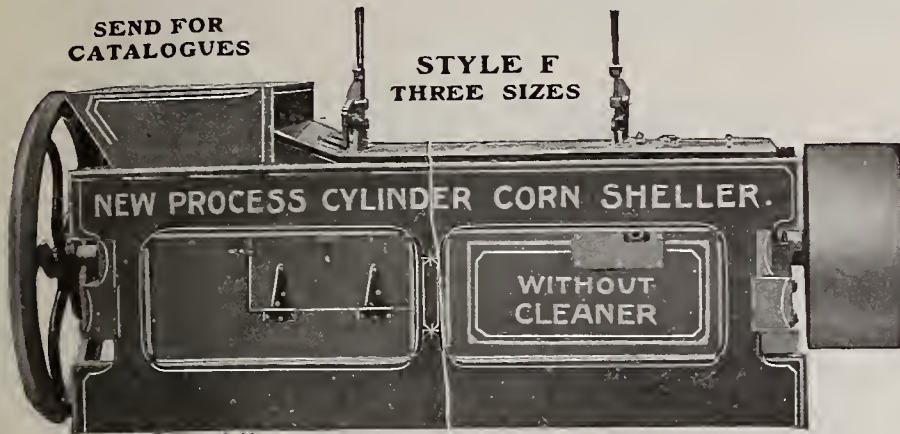
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THREE SIZES



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This Style at foot of elevator is used in connection with cleaner at head of elevator.

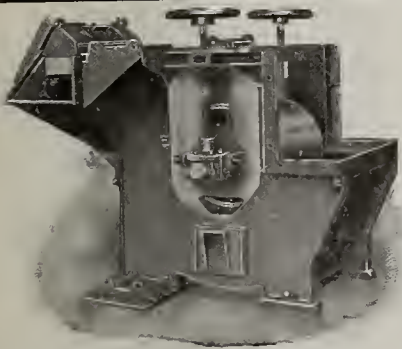
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They require less space and power according to capacity, crack less corn, break cobs less, waste less corn, clean the corn more perfectly, clean the cobs in more merchantable condition for fuel than any other shellers in the world.

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graphically elucidates this subject. Its perusal will interest any elevator owner or designer.

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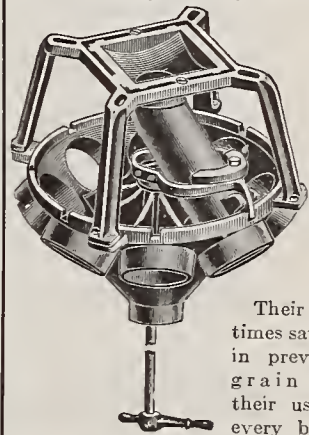


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INCREASES VOLUME OF
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want done
in the matter
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tribution.
They do it
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iently.

Their cost is some-
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in preventing mixed
grain alone. With
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every bushel of your
bin room. They are invaluable.

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AIR DRIED GRAIN

(NOT KILN DRIED)

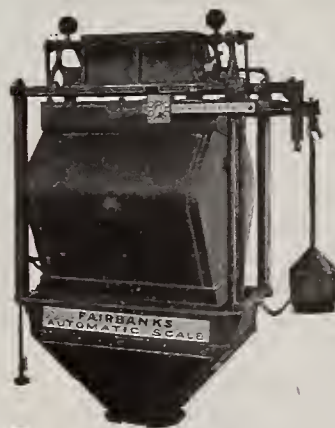
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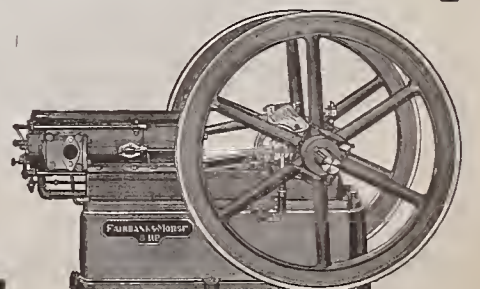
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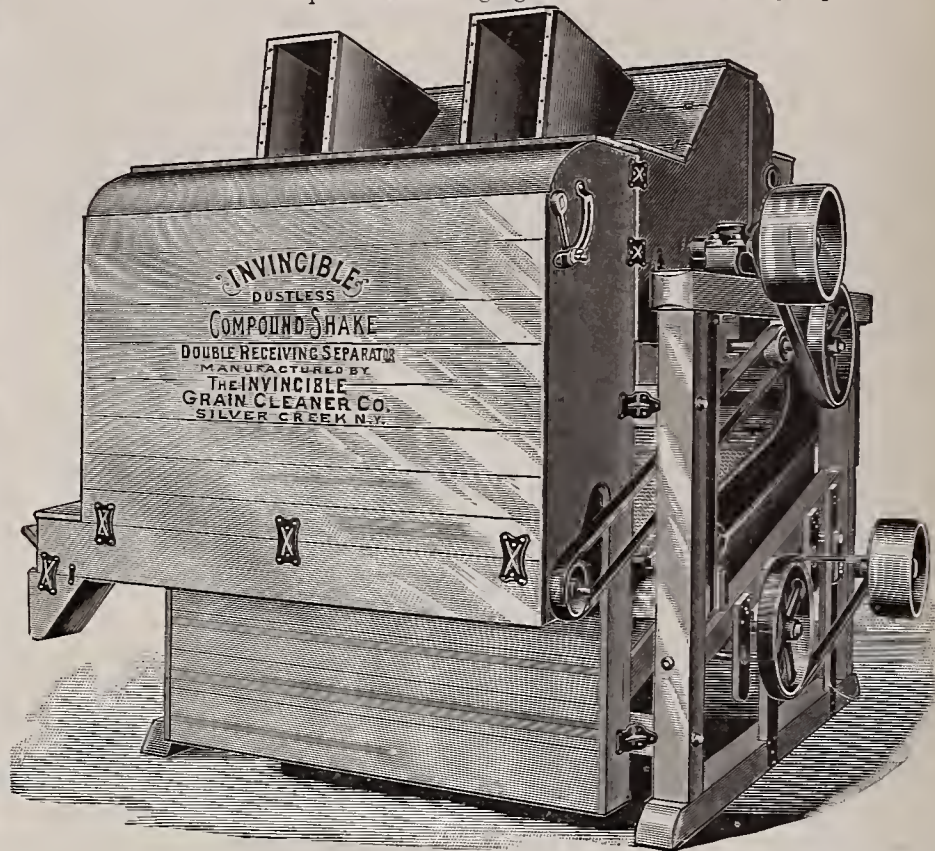
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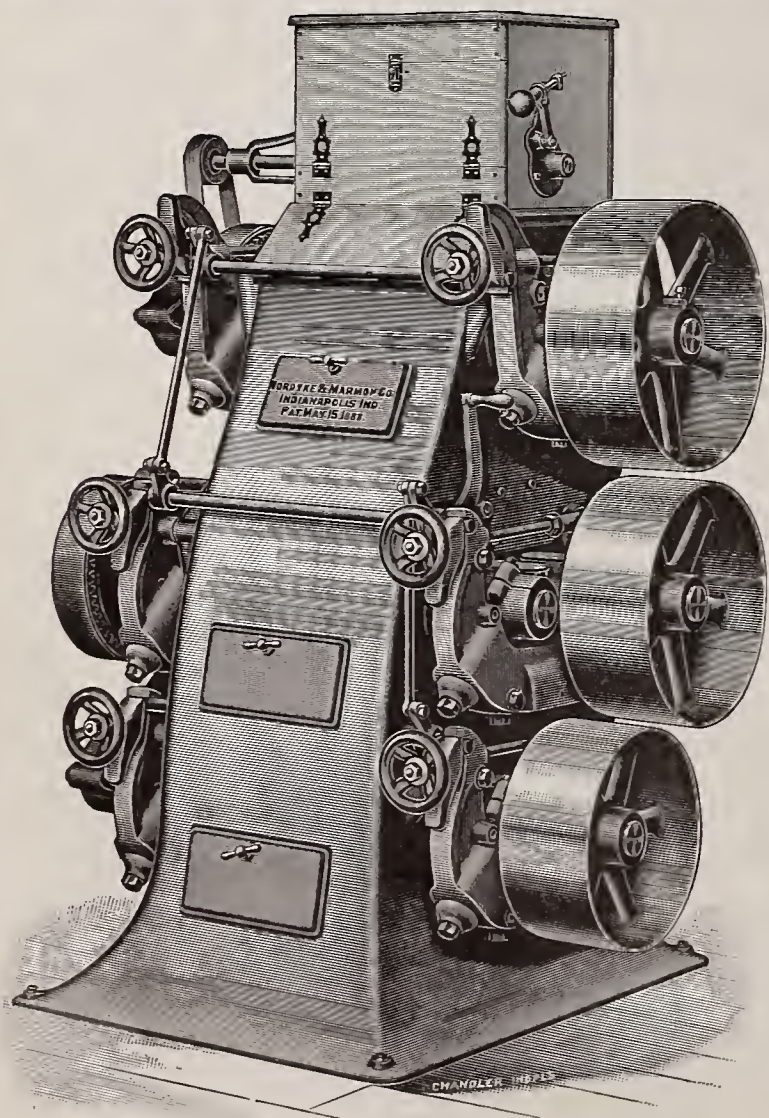
The INVINCIBLE Compound shake HIGH-GRADE Separators. .
No shake, no tremble, run perfectly steady. Can be placed anywhere in the elevator.
The INVINCIBLE Compound shake high-grade Double Receiving Separator.



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America's Leading Flour Mill Builders

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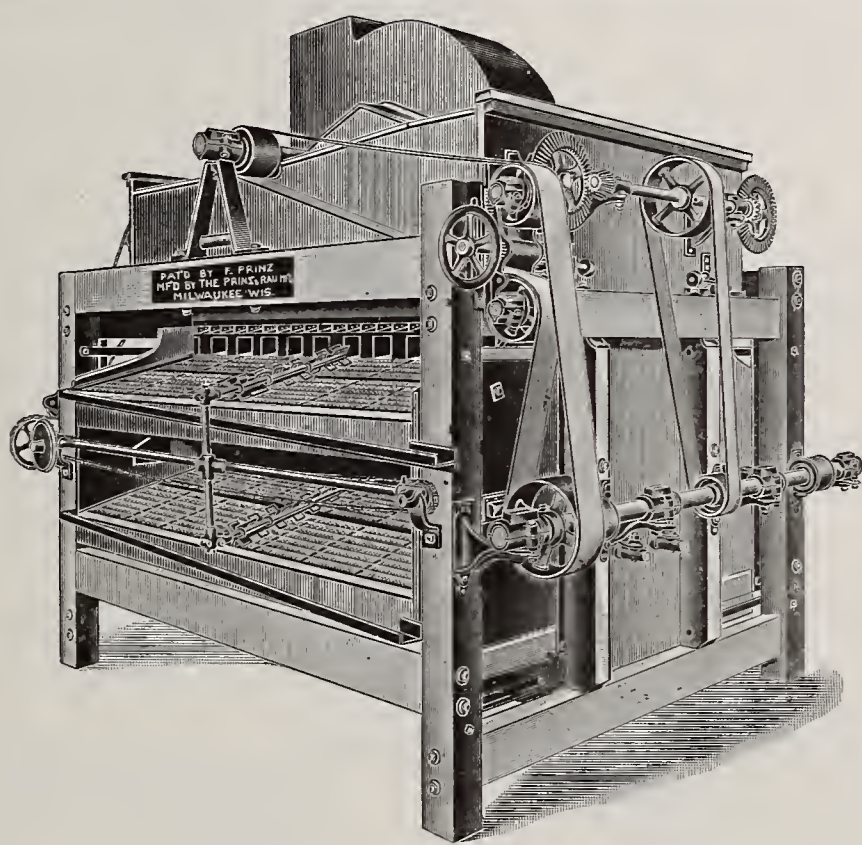
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THE MACHINE FOR THE NEW YEAR

THE PRINZ IMPROVED

AUTOMATIC SEPARATOR

FOR WHEAT, OATS OR BARLEY



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PERFECT
SEPARATIONS
—○—

—○—
LARGE
CAPACITY
—○—

FIVE REASONS WHY THE PRINZ IMPROVED IS THE BEST SEPARATOR ON THE MARKET

FIRST—It has a roll feeder controlled by a sensitive feed-gate, which distributes the grain evenly over the full width of sieve.

SECOND—It has a patented sieve cleaner working on top of the sieves and does not depend on irregular hand cleaning.

THIRD—It has a wide sieve with a short travel, taking the fine seeds out at the head of each sieve.

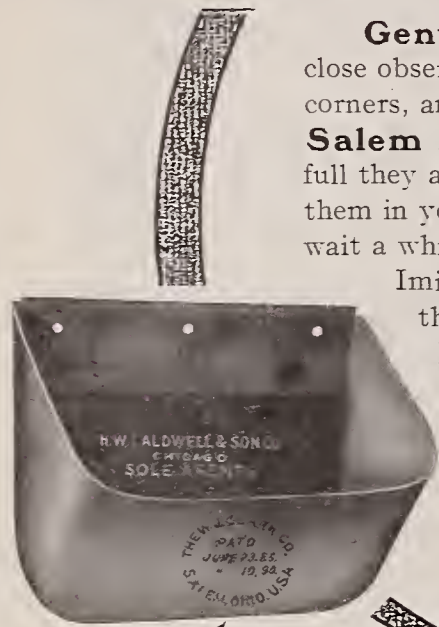
FOURTH—The perforations in the sheet steel sieves do not increase in size by wearing, as they do in zinc-covered sieves.

FIFTH—The machine is supplied with large slow-running fans, which make perfect air separations.

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The use of CALCIUM CHLORIDE SOLUTION in place of Salt Brine has these advantages:

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It is indorsed by insurance underwriters.

The Solvay Process Co.'s CALCIUM CHLORIDE is the best, its freezing point being 54° below zero Fahr.

It makes the best water-jacket solution for gasoline engines.

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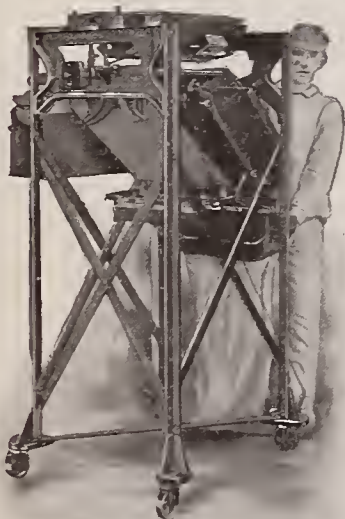
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EFFICIENCY OF AUTOMATIC SCALES

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Richardson Improved Automatic Weighers

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May be seen in almost every
PROMINENT MILL
Many Elevators and
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"The Richardson Portable Automatic Scale, installed last June, has been very satisfactory. We now get correct weights and rapid work—something we did not get from the old style of hand weighing and sacking."

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IN CHICAGO AND COOK COUNTY

with notes of their construction, terminal facilities, etc., for use of railroads, commission men, insurance companies and others. Compiled and published by the "American Elevator and Grain Trade." Price 25 cents.

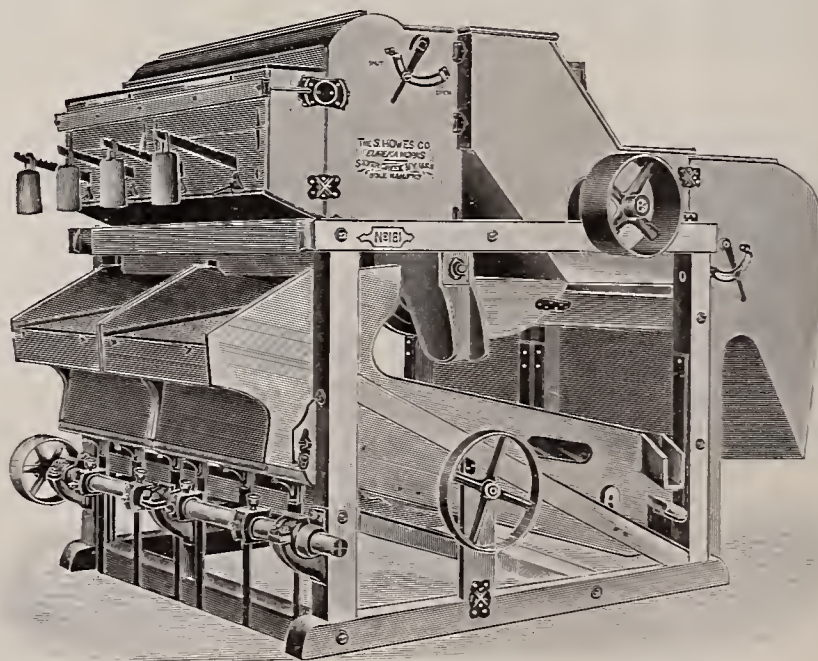
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THE "Eureka" Counterbalanced Elevator Cleaner



WITH AUTOMATIC SIEVE CLEANERS.
NO VIBRATION. LARGE CAPACITY. CLOSE SEPARATIONS.
SELF-OILING BEARINGS. NO ATTENTION REQUIRED.



We supply every requirement in the grain cleaner line with the highest grade machines. Correspondence solicited.

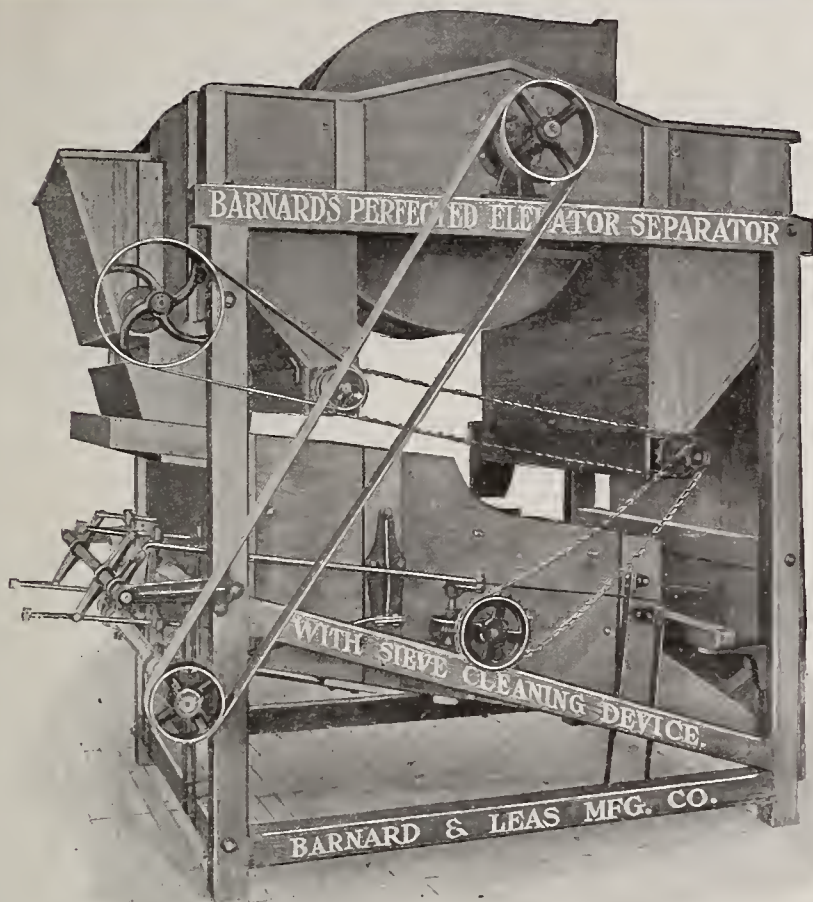


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Barnard & Leas Mfg. Co.



Barnard's Perfected Warehouse and Elevator Separator
With Sieve Cleaning Device

Insures Positive and Uniform Work

The Sieve Cleaning Device on Barnard's Perfected Separator works underneath the sieves. Thus it lifts the trash out of the holes and causes it to tail over instead of assisting it to pass through with the grain. This results in keeping the sieves perfectly clean at all times and insures positive and uniform work.

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Willford's Light Running Three Roller Feed Mill,

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and a complete line of Flour Mill and Elevator Machines and supplies.

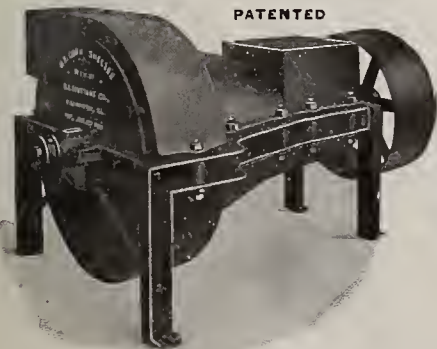
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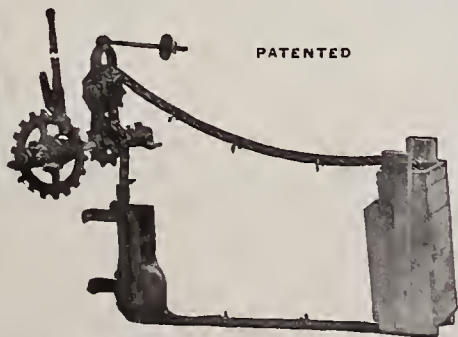


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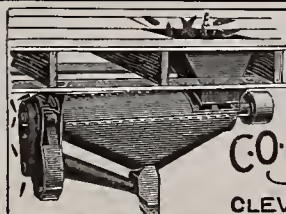
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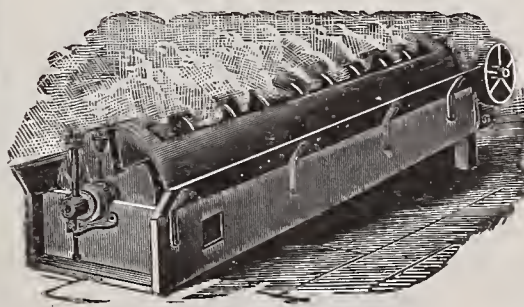


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SEE THAT YOUR
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THE

CUTLER STEAM DRYER



SOLD BY ALL MILL FURNISHERS

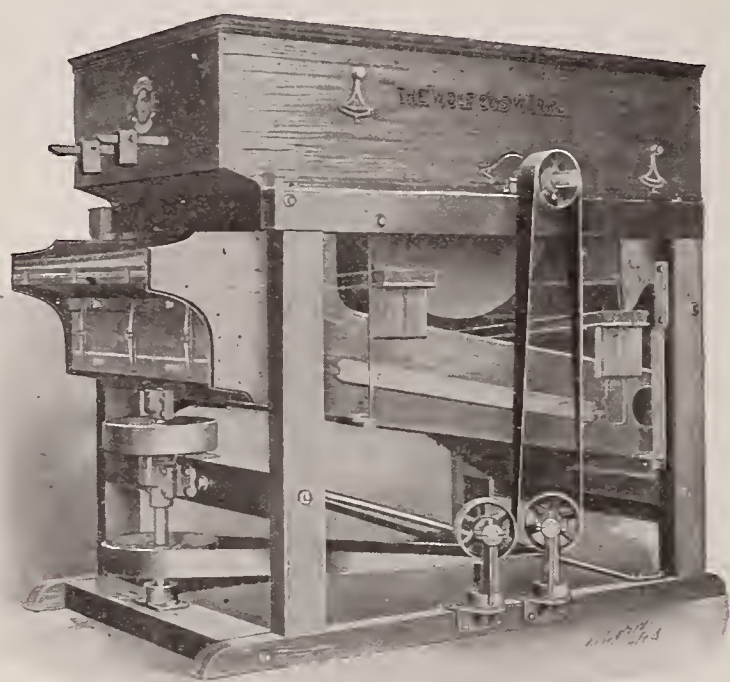
Not an Experiment. In successful use 25 years drying
CORN MEAL AND HOMINY,
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BUCKWHEAT, RICE AND
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ALSO SAND, COAL DUST, GRAPHITE, CLAY AND ORES

Automatic in operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

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Does not have eccentrics to impart motion to the shoe, making it necessary to brace the machine, and sometimes the building. The Gyratory motion does the work, and it is not even necessary to brace the machine.

No machine can do BETTER work, or run MORE SMOOTHLY.

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according to the number of fires for which the insurance companies have to pay. Poor selection by the companies and poor care by the owners means high cost. Insurance with the



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FOR ONE YEAR

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25 Years of Successful Business

We Have--Paid Losses \$1,500,000.00. Total Assets \$1,800,000.00. Net Cash Surplus \$328,000.00.

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Insures Flour Mills, Elevators and Warehouses at actual cost. Net Cash Assets, \$218,020.94. Losses Paid, \$1,179,097.88.

Saved to Policy Holders,
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For eighteen years it has been the standard elevator for grain elevators and mills. The simplest and most reliable lift for grain elevators that can be devised.

Let me send you catalogue and quote prices.

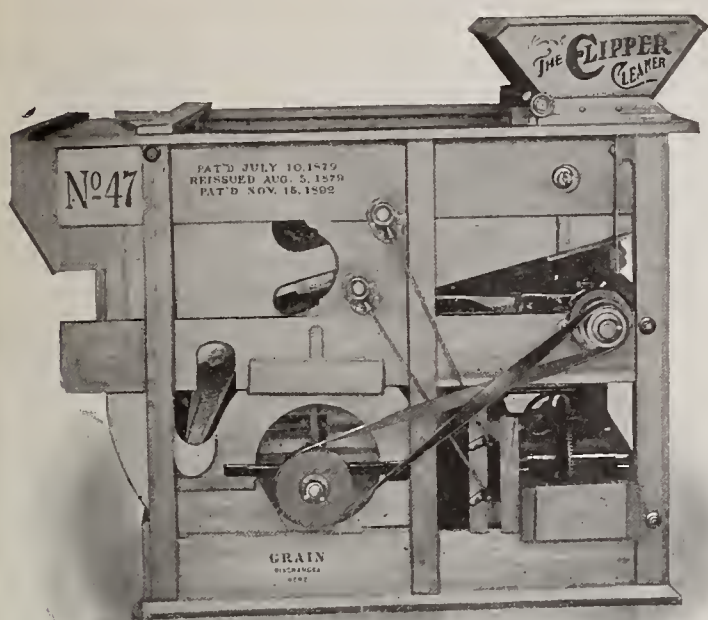
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Grain, Clover & Grass Seeds,
CHAS. E. PRUNTY,
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.....DEALERS IN.....
GRASS SEEDS, CLOVERS, FLAX SEED, LAWN GRASS, BEANS,
PEAS, POP CORN, BIRD SEEDS, BUCKWHEAT, BAGS, ETC.
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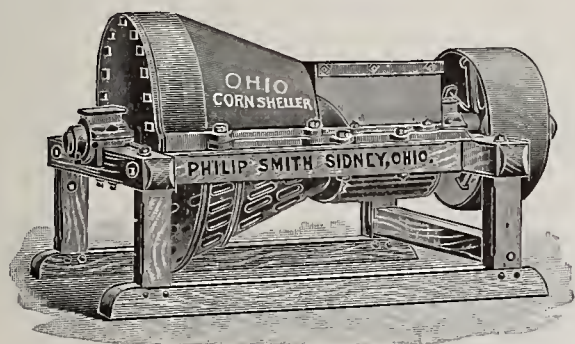


The No. 47 Clipper Cleaner

is unequalled for handling seeds or grain in local elevators. This machine has Traveling Brushes on the screens which enables you to keep it working to its full screen capacity all the time. It is very light running, strongly built, easily installed and simple in operation. We guarantee this Cleaner to give perfect satisfaction on clover seed, timothy or any kind of grain and it can be operated with

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A. T. FERRELL & CO., Saginaw, W.S., Mich.



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Corn Cleaners

Drags, Dumps, Etc.

When you want any machinery
or supplies for your elevator,
write us for prices :: :: ::

THE PHILIP SMITH CO.
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THE WEST LEADS IN EVERYTHING

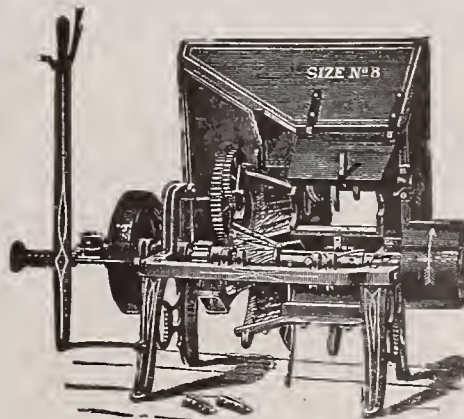
Western people are continually working to make things "just a little better." They hustle day in and day out, keeping their business methods strictly up to date. That's why they keep ahead.

For more than thirty years it has been our policy to build and equip grain elevators, "a whole lot better" than the other fellow, and we have done it. That's why we have so many satisfied patrons. Are you one? If not, get in line to-day by sending us your specifications.

GREAT WESTERN MFG. CO.
LEAVENWORTH, KANSAS

Bowsher's All-Around Feed Mill

(Sold with or without sacking elevator)



It CRUSHES ear corn (with or without shucks) and GRINDS *all kinds* small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS, DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

YOU NEED a mill now. QUIT THINKING about it. COMMENCE to investigate. Give US a chance and we'll tell you WHY we think ours is the best.

SEVEN SIZES : 2 to 25 H. P.

Circular sent for the asking.

Drive pulley overhung. Belt to it from any direction.
Makes complete independent outfit.

THE N. P. BOWSHER CO., South Bend, Ind.

1907 Announcement

HUNTLEY MFG. CO.

Silver Creek, N. Y.

In making our annual announcement for the year to come, it is very fitting and proper to make some mention of the business done during the past year.

Never in the history of our business have we been so busy, nor has ever the aggregate of total business done reached the figures of the year just closed, which speaks eloquent testimonials for the merit and superiority of Monitor machinery.

Our capacity has been taxed to its utmost, and large additions to our manufacturing plant are already in progress, and we know that from initial orders received for delivery during 1907, the coming year will be even larger than the year just closed.

In addition to the increase in our manufacturing plant during the coming year, we contemplate the introduction of several new machines at an early date.

We thank our customers for their patronage during the past year, and we shall be glad to look after their machinery needs during the coming year.

No order is too large for us to handle, and none is too small for us to give careful attention. We refer prospective buyers to any user of Monitor machinery, as to the satisfaction with which it operates, and ask consideration of our claims, as to Monitor superiority, in booking your orders for 1907.

We ask your consideration and inspection, of the merits of the following machines for coming year:

**Monitor Warehouse Separators, Monitor Receiving Separators,
Monitor Milling Separators, Monitor Scourers, Single and Two-High,
Monitor Oat Clippers, Monitor Barley Scourers,
Monitor Corn Scourers,
Monitor Flour Packers, Monitor Sack Packers,
Monitor Iron Front Friction Clutch Bran Packers,
Monitor Drop Gear Bran Packers, Monitor Draver Dust Collectors,
Monitor Magnetic Separators, Monitor Cockle Cylinders,
Monitor Roller Buckwheat Shuckers,
Monitor Buckwheat Scourers and Special Cleaning Machines for all
Classes of Work, Seeds, Flax, Barley, Malt, Rice, Etc., Scourers,
Separators and Packers Built all Steel Construction.**

HUNTLEY MFG. CO.

Silver Creek, N. Y.

BRANCH OFFICES :

302 Traders Building, Chicago, Ill., F. M. Smith, Agent
316-318 Fourth Avenue South, Minneapolis, Minn., A. F. Shuler, Agent
121 Front Street, New York, N. Y., J. W. Perrine, Agent
10 Board of Trade, Kansas City, Mo., H. C. Draver, Southwestern Agent
Mississippi and 17th Streets, San Francisco, Cal.,
Berger, Carter Co., Pacific Coast Agents
A. S. Garman, General Agent, Akron, Ohio



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXV.

CHICAGO, ILLINOIS, JANUARY 15, 1907.

No. 7.

{ ONE DOLLAR PER ANNUM,
SINGLE COPY, TEN CENTS.

BURLINGTON ELEVATOR AT KANSAS CITY.

Another terminal elevator to be added to the growing list of houses to be built, owned and operated for the benefit of the grain shipping public and not a private grain-merchandising company is the new "Burlington Elevator" at Harlem, Kansas City, opened for business on November 1, 1906. It is a new type of fireproof elevator, with a present storage capacity of 450,000 bushels, which may be increased ad libitum by the erection of tanks. An order for tanks for 500,000 bushels' storage has already been placed with the designers and builders, the Barnett & Record Company of Minneapolis, for erection early the present year. Being located on the Missouri River bottom, the foundations of the building rest on piling, supporting a reinforced mattress of concrete, upon which were placed the concrete walls and piers of the basement, 60x180 feet in area. The first story throughout is of reinforced concrete. Above this story rise the tile bins, (48 in number, with 33 intermediate bins), circular in form and 60 feet high above the top of first story. Upon the tile bin walls is the steel cupola, protected by fireproof tile, all uniting to form a complete fireproof structure, which is free from combustible material even to the window sash, which are of steel.

There are no railway tracks through the house, but a one-story building at the side of the elevator contains the three receiving and loading tracks, the receiving pits being constructed in accordance with the Barnett & Record Company's own patented design, used by that company of

builders for a number of years. There are four receiving elevators and twelve receiving pits. Each elevator has a 1,600-bushel garner and a 1,600-bushel scale, located in the cupola. The four shipping legs are equipped with similar garners and scales, making eight sets in all. All the leg casings and spouts are of sheet steel.

The cleaning machinery consists of four Monitor

the three tracks so that cars can be moved in either direction, as desired.

The power plant is located at some distance from the elevator, so that the brick grain-drying house may be placed between the named two buildings. The engine and boiler house is a substantial brick building, with book-tile roof resting on steel supports and a reinforced concrete floor. The equipment consists of twin Corliss Noncondensing 20x48-inch Engines; a 75-horsepower automatic high-speed engine for electric plant; four 200-horsepower internal furnace boilers, two boiler feed pumps and one 900-horsepower feed water heater and purifier. The power transmission is mainly rope. A small engine in dry house and motor for dry leg make it possible to operate the drying plant without running the large engines.

DRY ROT IN CORN.

Dr. T. J. Burrill, dean of the College of Graduates of the University of Illinois and one of the great botanical authorities of the world, delivered an address on December 18 before the regular meeting of the

Central Illinois Grain Dealers' Association in Peoria. Over 100 members of the Association were present, and the discourse of Dean Burrill, which was upon "The Dry Rot in Corn," was listened to with the closest attention. The Dean illustrated his words with pictures and warned the grain men that this peculiar disease, which is the "white plague" of corn, must be combatted in order to preserve the corn crop of the country.

"A very large percentage of the crop is lost nearly every year because of this disease," said Dean Burrill. "Its prevalence is spreading insidiously and



NEW TRANSFER ELEVATOR OF THE BURLINGTON SYSTEM AT HARLEM, KANSAS CITY.
Designed and erected by the Barnett & Record Company, Minneapolis.

Steel Separators, four Invincible Steel Oat Clippers and one Iron Prince Scourer. There are ten elevators to handle grain from the cleaners, so that the work of receiving, cleaning and shipping can all be carried on at once. An 80-inch steel plate exhaust fan with full and complete steel piping and Cyclone Dust Collector keeps the plant free from dust.

Among other conveniences are a passenger elevator, affording a means of quick communication between the first floor and cupola stories, and a double-drum car puller with steel cable, to serve

the ravage which it is making is a very serious agricultural and commercial ill."

The Dean, unfortunately, talked extemporaneously and the address was not recorded. In response to our request for details he replied as follows:

"Our investigations show that there are three different parasites, any one of which may cause the trouble usually called dry rot of the corn ear. Two of these are quite distinct kinds of fungi and one is a species of bacteria. That seemingly doing most damage is the fungus *Diplodia maidis*; and the second in order of amount of damage is the other fungus which belongs to the genus *Fusarium*. Whether or not the species of the latter is distinct from those affecting several other kinds of plants has not been made out. Except that it has been ascertained that the infection in all cases is directly upon the ear, the history of the parasites in their annual development has not been followed. Evidently the spores must be carried by the wind; and this seems to account for the fact that corn on ground which has not for several years been planted to this crop is subject to the diseases about the same proportionately as found in fields where there has been continuous corn planting. It may be found that the old infected ears left in the fields constitute the source from which new infections begin. Something undoubtedly depends upon the weather, but there is very little influence apparently determined by the quality of the soil. There was, in a certain field which averaged 78 bushels to the acre, proportionately as much rotten corn as in one which had only 35, due to the difference in fertility of the ground. In some fields as much as 12½ per cent of the ear corn, by weight, was found to be rotten.

"It is hoped to continue investigations next year and to clear up the information upon the subject."

Naturally this subject is attracting more or less attention among farmers, whose groping after the cause are interesting at least. For example, Jonas Schall of Fayette County, Ind., writes the *Indiana Farmer* as follows:

In the *Farmer* of December 8, C. F. of Grant Co. invites discussion as to the cause of moldy corn. The peculiar conditions of the weather were, no doubt, the cause of the unusual amount of dry rot in the ear. In this part of the state we had more than the usual amount of hot weather in August and first two weeks in September, and with rain enough corn made a wonderfully quick growth of stalk and ear. When talking with a neighbor of the prospects of the crop, about the 20th of August he remarked that the weather was too hot for corn, and that there would be much dry rot and many moldy ears. This surprised me, as I always thought that it was never too hot in August for corn, when there was rain enough to keep the ground moist.

MINNESOTA SHIPPERS VS. THE STATE RAILWAY COMMISSION.

On December 11 James Manahan, attorney of the Minnesota Receivers' and Shippers' Association, filed with Governor Johnson charges against the Railroad and Warehouse Commission, accusing that body of misconduct in office. These charges in substance are as follows: Have failed to exercise general supervision of railroads in Minnesota; have failed to obtain from such railroads information necessary for the performance of their duties; have failed to secure a fair distribution of cars for the people of Minnesota; have shielded and protected the railroads in regard to rebates, discriminations and excessive charges; have for years failed to learn the terms of the contract between the Northern Pacific and Milwaukee roads for handling traffic in Minnesota, and knowingly permitted the Milwaukee Road to charge unreasonable and extortionate freight rates; have for years permitted railroads to charge for hauling coal a rate they knew to be excessive; have co-operated with the railroads in withholding from the people the advantages of proximity to a port on the great lakes; have been recreant in their duties generally and only zealous in their efforts to avoid offending the railroad interests; have tried to protect the Omaha Road from

the proof and odium of spending money for political purposes, and charging the same to operating expenses of the road.

The Governor has indicated his purpose to ignore the charges, at least for the present.

HIRAM N. SAGER.

Since the Chicago Board of Trade members agreed on a presidential candidate for the election of January 7, all the talk which a month ago filled the newspapers about the break-up of the Board through a war of its factions has, of course, come to an end. It was a queer sort of an election "stunt," which may have added to the queer performances of the yellow newspapers, but it meant nothing on 'change.

Hiram N. Sager, who was unanimously elected president of the Board on January 7, is secretary of the old and well-known firm of J. H. Dole & Co., receivers and commission merchants, who



HIRAM N. SAGER.
President Chicago Board of Trade, 1907.

have been continuously engaged in this business for the past fifty-four years, and are, perhaps, the oldest grain receiving house on the Chicago exchange. Mr. Sager, who is forty-seven years old, has been in the grain trade and a member of the Board for more than twenty years.

He was originally associated with the well-known flour millers, Norton & Co. of Lockport and Chicago, until five years ago, when, on the death of the late Jas. H. Dole, he was elected secretary and manager of J. H. Dole & Co., and has been actively engaged in that business since then. He has twice been elected director of the Board by large majorities, and has been for the past three years chairman of the grain committee of the exchange.

Mr. Sager represents the conservative element of the Board, and his unanimous election is assurance of the belief of the members that he will endeavor to give a careful, conservative and business-like administration, fair alike to all interests represented on the Board, and keeping in mind always the more important interests of the great shipping public who find a market at Chicago.

A shipper at Bismarck, N. D., on September 16 started a car of wheat for Duluth. It was held at Arnold two weeks, and finally left Bismarck early in October, since which time up to December 27 he had been unable to get any trace of it. He demands of the railroad company the value of the car.

[For the "American Elevator and Grain Trade."]

THE CAR SHORTAGE.

BY F. S. RUTHERFORD.

The investigation into the car shortage question by the Interstate Commerce Commission at St. Louis on December 18 and 19 developed the fact that the railroads of the country have failed to supply the generality of shippers with cars in quantities sufficient to take care of even a fractional part of the business offered. But to one who closely followed the testimony given at the hearing, it is apparent that the non-supplying of cars to shippers for loading is not so much because of a scarcity of cars as the inability of the roads to handle what cars they have to advantage. This inability of the railroads to utilize their cars to advantage is due to insufficiency of motive power and labor, and in some instances to the inefficiency of the men in their employ. When it is a common occurrence that shipments are in transit from ten days to four and six weeks, which on old-time freight train schedule would usually make the journey in four days to a week, it becomes evident that there must be some cause for it. The simple fact that the car is loaded and delivered to the railroad for transportation demonstrates that delayed transit is not chargeable to car shortage, but rather that car shortage is due to delayed transit, which in turn is due either to lack of motive power to haul the cars to destination or to clumsy mismanagement by the operating officials that permit loaded cars to stand on a siding or in a yard at a junction point for an indefinite time.

One witness at the Interstate Commerce Commission hearing at St. Louis mentioned that about five thousand cars (loaded) were tied up at Galveston. This sounded well in defense of the railroads, but as a matter of fact is a very lame argument in their behalf. While five thousand cars seem to be a good many, the number is only a small proportion of the cars in service among the Western and Southwestern roads; and of itself their temporary withdrawal from service could not seriously cripple the transportation business of the country. It was claimed that a large number of Western roads' cars were in the hands of Eastern roads, having been held by them for an unreasonable length of time. If such is the case, the Western roads are to blame for permitting their retention beyond a reasonable time, to the inconvenience and damage of shippers located on their own lines. The means available to secure prompt return of cars from one railroad to another are so well known to the shipping fraternity that no road is excusable for allowing its cars to be held by foreign roads when needed on its own line.

With the exception of Galveston, it was not shown there is congestion at any of the principal terminals. But it was shown that there is unwarranted delay in the handling of cars at the terminals by the railroads, an average time of five or six days being consumed in moving cars between St. Louis and East St. Louis, which should easily be done in twenty-four or forty-eight hours. Railroad interests tried to make it appear that serious delays and car shortage are caused by failure of consignees to unload cars promptly or to give reconsigning orders promptly after arrival of loaded cars at destination; but the facts do not justify such claim. A Mr. Elliott, connected with a car service association, testified at the St. Louis hearing on December 19 that the car shortage was due in a measure to the frequent practice of consignees reconsigning a car of freight as much as five and six times. In view of the fact that the first reconsigning of a car bursts the billing, and that each subsequent reconsigning would cost the consignee from \$2 to \$6, it can hardly be possible that such practice is anything but isolated.

Considering that carload shipments of freight are almost invariably delayed in transit from ten

days to four weeks beyond the old-time schedule of movement, railroad officials give the whole matter the appearance of comic opera when they attribute car shortage to isolated instances of twenty-four or forty-eight hours' delay in unloading cars by the consignee. As a matter of fact, consignees as a rule are in such urgent need of the goods, because of the long delay in delivery at destination by the railroads, they are more than ready and glad to empty the car at lightning speed.

It is evident that lack of shipping facilities afforded the average shipper is due to discrimination in favor of localities and favored shippers, and to inability of the railroads to properly handle the cars they now have. If they had more cars, what would they do with them? Fill up the sidings, or block the terminal yards with them? It would hardly be possible for the roads to deliver an increased supply of empties to shippers when they are not able to furnish motive power to haul the cars already loaded to destination in a reasonable time. Mr. Low, attorney for the Rock Island road, testified before the Commission at Kansas City that his road had sufficient motive power to handle with promptness all the business offered. If such is the case, can Mr. Low explain why the Rock Island has kept carload shipments in transit four and six weeks that under normal conditions could have made the journey in one week?

According to their own admissions the railroads of the country have long been taxed beyond their capacity of motive power with actual carloads of freight loaded in cars ready for transportation. Hence, it is evident that the roads have been furnishing some localities and certain shippers with an enormous number of empty cars for loading. It is equally true that for months the cry has been going up from the general shipping public of a veritable car famine that has affected all branches of business. Many have suffered unto the verge of freezing for lack of fuel; grain has been piled in the open, damaging by rain and snow; corn and wheat have laid in the country elevators deteriorating in quality; live stock, long delayed at points of shipment, awaiting cars for loading, has suffered and been rendered almost valueless by a terrible shrinkage; farmers have been compelled to burn corn and cottonseed in lieu of the coal denied them by the railroads; the lumber and mining interests—the business of the great shipping public, has suffered incalculable damage because of the failure of the roads to furnish even proportionate shipping facilities at their command.

Had the railroads distributed cars pro rata among the general shipping public the situation would not be so deplorable, and the car shortage would be less keenly felt. Herein lies the solution of this all-absorbing problem. If the roads would only accord to the small shipper at the country local station equal shipping facilities as are extended competitive points, there would be no cry for reciprocal demurrage.

Finally, the railroad management is altogether to blame for the terrible state of affairs in the shipping world; and there is no consistency in trying to shift the responsibility onto the shoulders of the shipper or the consignee. The writer is by no means a Bryan Democrat, but if the election were held to-day that gentleman would carry the country on his plank of "Public Ownership of Railroads."

WEIGHMASTER'S DINNER.

The fifth annual dinner given to the Chicago Board of Trade Weighing Department by the chief weighmaster, H. A. Foss, took place at the Victoria Hotel Saturday evening, December 15. There was a full attendance of the employees of the department and the usual number of invited guests. The decorations were ferns and carnations and the piece de resistance consisted of a

scale and balance made of flowers, the work of scale expert J. A. Schmitz.

Mr. Foss presided as toastmaster, and the speakers were as follows: George Metcalf, department tallyman; Edward W. Andrews, chairman of the weighing committee of the Board of Trade; John H. Jones, vice-president of the Board of Trade; Jay A. King of Nevada, Iowa; Rev. Wm. J. McCaughan, Chicago; Senator Clyde W. Jones, Chicago; A. E. Schuyler, Chicago; A. F. Robinson, department tallyman; Rev. Jenkin Lloyd Jones, Chicago; A. E. Schuyler, Chicago; A. F.

GEO. H. PLANT.

Geo. H. Plant, who was elected president of the St. Louis Merchants' Exchange for the ensuing year, was nominated on a call signed by 586 members, being the largest petition ever issued by the membership of that exchange. The election was unanimous.

Mr. Plant belongs to the second generation of a family of famous millers of St. Louis, who have also been prominent as members of the Mer-



GEORGE H. PLANT.
President St. Louis Merchants' Exchange.

chants' Exchange, the late Geo. P. Plant, an uncle, having been elected president of the Exchange in 1868. As millers the history of the family in St. Louis began in 1840, when Geo. P. and Samuel Plant, father of George P., built the first Plant flouring mill—a big one for those days, for it had a capacity of 400 barrels a day. This mill was operated continuously for 51 years, when it was burned. Then the present mill of 2,500 barrels' capacity was built. The firm has always stood in the front rank of the progressive millers of the continent, and their flours among the best made in this country.

Geo. H. Plant, who is about 59 years old, began his business career as a trader on the floor of the St. Louis Merchants' Exchange when but eighteen years of age, being then in the employ of his father and uncle, that is, the George P. Plant Milling Company; and from that time to this his has been one of the most familiar faces on 'Change. In 1891 he was urged to become a candidate for the presidency but declined, although having been vice-president he was in the line of succession.

At the December meeting of the Central Illinois Grain Dealers' Association at Peoria, President Erastus Roberts was presented with a handsome gold-headed cane. A. G. Tyng made the presentation. Mr. Roberts has been president of the Association for a number of years, and has been elected to succeed himself for another year.

[For the "American Elevator and Grain Trade."]

OPEN LETTER ON INSPECTION.

BY L. C. BREED.

The matter of honest and correct inspection in the grain markets in general, and in St. Louis in particular, is one which will not "down." Since the discussion of this subject is now more earnest and general than usual, and as both the individual members and the grain committees of the Merchants' Exchange are seeking to hit upon some feasible way of improving existing conditions, the writer has offered the suggestions outlined below; and while they immediately apply to St. Louis and East St. Louis, there is the same occasion for this service in any market in which the local exchange does not control the inspection and inspectors.

An inspector is an employe of the state or of the exchange, as the case may be, who is authorized to examine grain and fix the grade. In view of the fact that grain is sold by grade, he directly fixes the value to a certain extent. There are three faults with which inspectors are charged, viz., incompetency, carelessness and dishonesty—the latter charge implying the acceptance of a consideration in some form or other.

That which the writer proposes is the employment of a competent party to act as Supervisor of Inspection, said party to be under the immediate control of the committee on grain, but with liberty to report either to this committee or directly to the board of directors, according to the nature of the matter on which he has occasion to make a report. The duties of said party, in part, should consist of hearing complaints of members, at which preferably both sides should be presented; of personally investigating the correctness of the representations of the parties, and to prepare a written report, accompanied with the documents bearing on both sides of the controversy, together with samples of the grain, to be submitted to the committee on grain, or, if referring to an inspector, to the board of directors.

Said party should especially investigate the work and character of all the inspectors at St. Louis and East St. Louis, and, as far as practicable, encourage competent and honest inspectors to stand for correct inspection and grading, and in case of complaint regarding an inspector he should ascertain, if possible, if the charges admit of being proved. Also, said party should report concerning carelessness or irregularities coming under his own personal notice.

Nominally, the grain committee is supposed, in a general way, to look after all the matters referred to above, and a good deal more, since their supervision includes, to some extent, the knowledge of what is going on at public elevators. As a matter of fact, these five committeemen, having large private business to look after, give only such attention to matters as may be possible without an undue sacrifice of their personal interests. It is only necessary to bear in mind that upwards of sixty-five million bushels of grain are handled at St. Louis and East St. Louis, to see the force of this criticism of the situation. Again, in the nature of things, these men can have no personal supervision of the sixteen inspectors at work here.

It is objected by some that this Supervisor would have no authority, and this is true. Notwithstanding this, it would be possible to furnish the board of directors with information, when it came to his knowledge, which would enable them, for good and sufficient causes, to apply to the State Board for the removal of an inspector or to discipline one of the members. The inspectors would, where honest and competent, be able to secure his moral support against undue pressure on the part of any member or members. Very likely this Supervisor might, if the occasion arose, be required to appear before the State Board to satisfy its members as to validity of charges preferred against an inspector. Furthermore, the Supervisor might, at times, be obliged to visit Kansas City and other markets to trace down the inspector or inspectors

who might be doing faulty or irregular work, from which this market suffered.

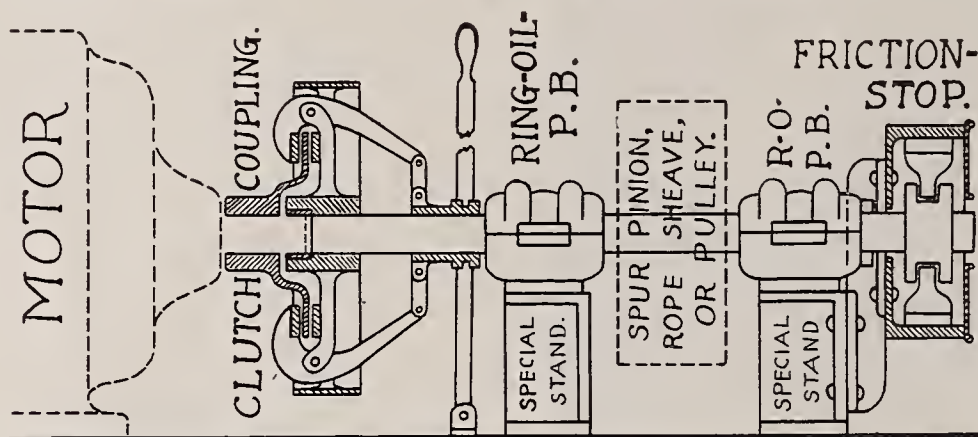
In addition to the duties already enumerated, it would be necessary for the Supervisor to know, so far as practicable, what quality of grain the elevators were putting out on contract business, and especially to watch the inspection of grain that is reinspected on track after being loaded out from an elevator—a fruitful source of trouble, not to give it a worse name.

Now, it is a fact that the Merchants' Exchange has a high salaried secretary and numerous assistants, a high priced traffic manager and ample office force, a liberally paid weighmaster and numerous deputies, yet so far as looking after an interest which transcends all of these, the Exchange is not spending one dollar. The thirty-odd million dollars' worth of grain in which the members deal is in the hands of a few men whose monthly wage, as fixed by the state, is not equal to that of a brick-layer or stone-mason.

In connection with this matter, the writer contends that the present practice of using a rubber stencil in the inspection office is illegal. Every certificate of inspection should be signed by the inspector who does the work. This would tend to make an inspector feel his personal responsibility and so exercise due care in fixing the grade of the grain daily examined.

HOW THE CAR SHORTAGE AFFECTS TRADE.

Daniel P. Byrne & Co., St. Louis, recently received the following communication from one of



•PATENTS PENDING UNITED STATES AND CANADA•

DETAIL OF ARRANGEMENT OF THE EVANS PATENT MOTOR ATTACHMENT.

their Oklahoma correspondents with reference to the car shortage and Kaffir corn situation in that section:

"With reference to shipment of kaffir corn and milo maize, will say that there has been practically none; in fact, we know of not a single shipment of kaffir corn from Oklahoma. The car situation is the worst we ever saw. The cotton and the corn have been piled out in the weather, damaging while awaiting shipment, and for this reason all grain and other products that were at all in condition to keep without damaging have been let alone. The farmers have not even attempted to thrash their kaffir and maize."

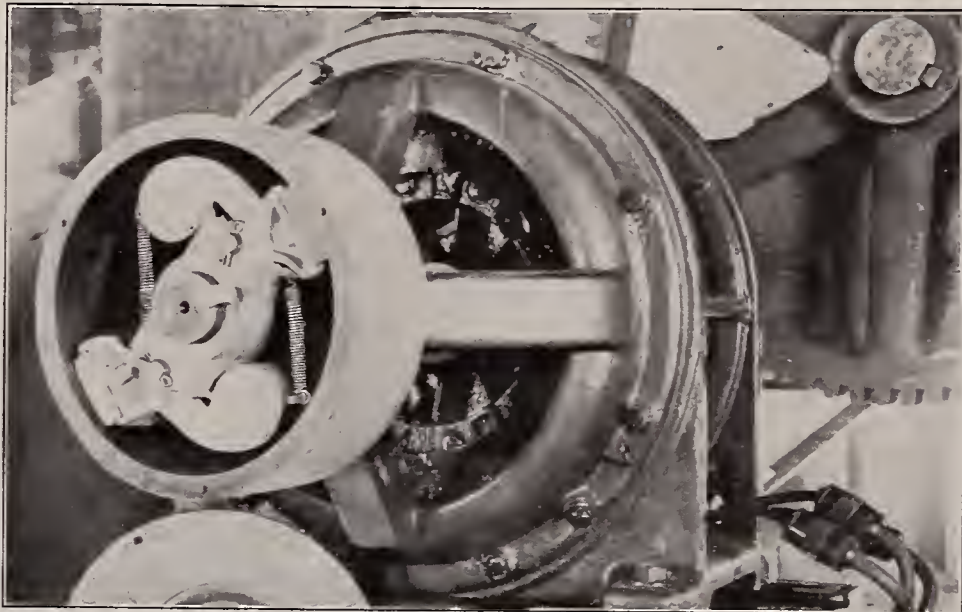
As indicating the unusual conditions and the gravity of the transportation situation in the Southwest, it may be stated that in seasons of normal conditions Daniel P. Byrne & Co. have handled vast quantities of kaffir corn and milo maize from Oklahoma through the months of October, November and December, whereas this season the farmers in that section have not yet attempted to thrash these crops. Not only has the failure of the railroads to provide shipping facilities caused the movement of Oklahoma crops to be three months late, but it has resulted in tremendous damage to the farm products of that country through enforced exposure to the elements.

Inspection and weighing fees at Minneapolis have been increased to 20 cents per car, and on flax 75 cents per car.

ELECTRIC POWER FOR ELEVATOR LEGS.

The experience of elevator engineers and owners in recent years has demonstrated the superiority of the electric motor for elevator leg drives

an intermittent load which was generally far below the rated capacity of the motor. The economical working limit of an induction motor ranges narrowly about its rated full load capacity, consequently the motor provided for each elevator leg should be as nearly as practicable of the ex-



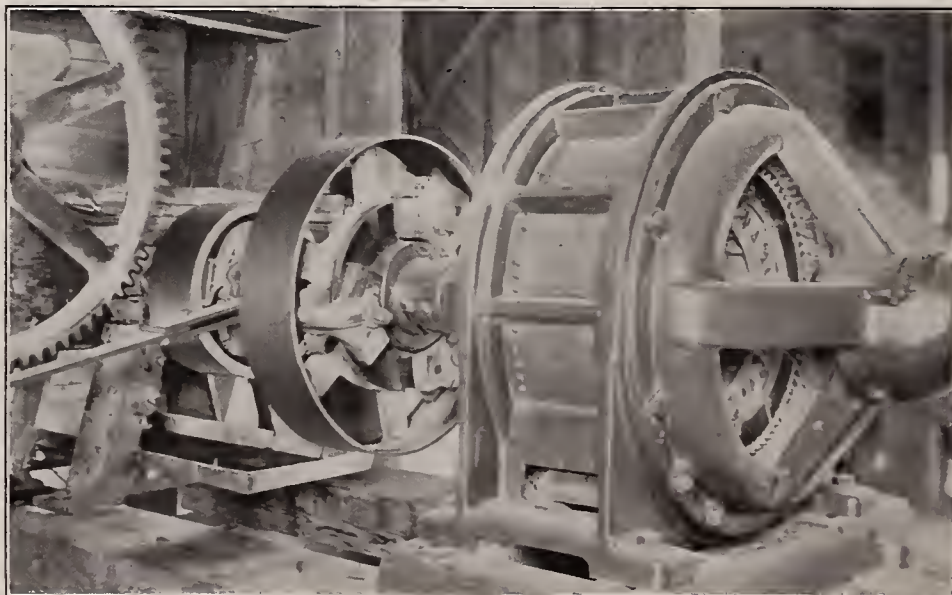
EVANS PATENT AUTOMATIC NON-REVERSING FRICTION-STOP ATTACHED TO A 50-HORSEPOWER MOTOR.

from the standpoint of convenience and economy when properly installed. The former practice of engineers, in equipping an elevator with electric power, was to provide a small number of large motors and arrange each motor to drive line

act power required to operate the leg to its full capacity, and to work economically the leg should always have a full feed so as to get the greatest economy per bushel elevated from the motor.

Elevator owners who complain of the cost of their electric power will probably find it due to one of two causes, to wit: First, the imposition of an excessive friction load due to line shafts and complicated drives; and, second, the installation of motors too large for the work constantly required of them.

One of the objections in the past to the separate electric elevator leg drive has been the lack of any practical device to prevent the elevator leg from backing and choking when the "power is off" unexpectedly or when a fuse blows out. The buckets in the "up leg" of an elevator when in operation will contain from 1,500 to 3,000 pounds of grain, which, hanging as it does on the belt with the head pulley for a lever, will reverse the machinery instantly when the power is off and the elevator belt will run backwards, emptying the buckets in the boot until a "choke" is formed; and if no machinery is broken, the leg can be cleaned out and put in operation again with two to four hours' loss of time and an indeterminable loss of nervous energy.



EVANS PATENT MOTOR ATTACHMENT USED WITH 50-HORSEPOWER MOTOR FOR ELEVATOR-LEG DRIVE.

the best engineers in favor of the installation of separate motors for each elevator leg, thus eliminating the loss due to the friction of line shafts and complicated drives and the greater loss due to operating a large motor continuously for

This objection has been overcome in several electrically operated elevators constructed during the past year by the use of the Evans Patent Automatic Non-Reversing Friction-Stop, an illustration of which appears herewith. The Friction-

Stop consists of a ring cast on a disc which is attached to the motor frame and consequently is rigid and stationary. The rotor shaft of motor is extended through the frame on the opposite end from pulley, far enough to allow for a cast hub which is keyed on this extension. This hub supports two arms which have governor balls at one end and brakeshoes at the opposite end. In operation, the ball end of the arm swings out, thus releasing the brakeshoes and allowing them to revolve free from the ring. Upon stopping of the motor the springs draw in the ball end of arm and throw the shoe end into engagement with the surface of the ring. The construction of the arms and brakeshoes is such that no reverse motion is possible, but the shoes release instantly with a slight pressure in the right direction.

When applied to a motor on an elevator leg this will prevent the leg from "backing," but in some cases the motor has not power enough to start the leg with the buckets on the "up side" full of grain, as they would be if stopped un-

greater dead load when it is running at full speed than in starting from a standstill with the dead load already imposed, consequently a motor which is of the rated capacity to do only the work constantly required by the normal load of the elevator leg is enabled by the use of the Motor Attachment to do the extra work required in starting after an unexpected stop with the leg full of grain.

The Friction-Stop and Motor Attachment are manufactured and sold by Scott F. Evans of Minneapolis, Minn., who will be glad to furnish any further information desired.

RECIPROCAL DEMURRAGE DEMANDED.

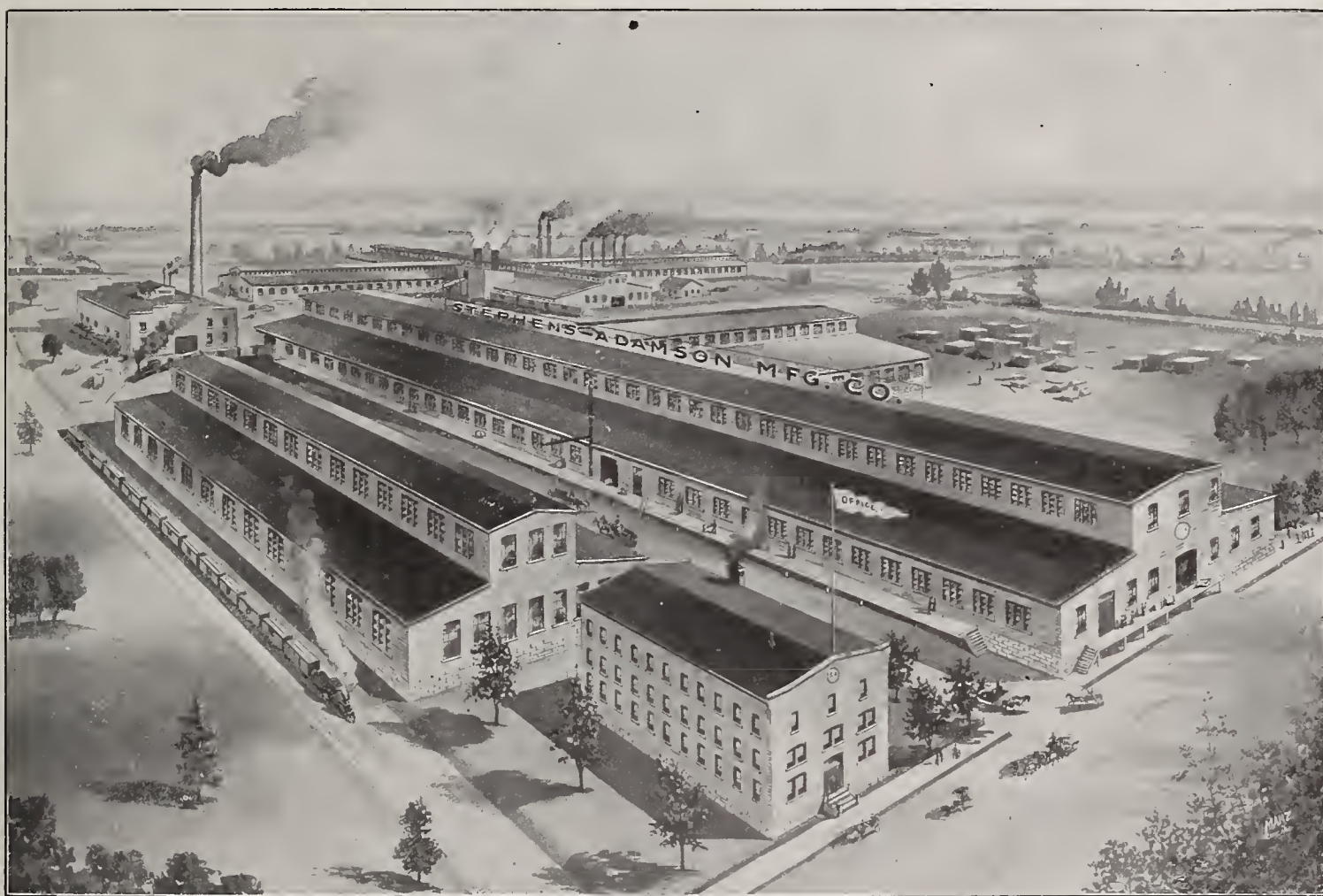
At a meeting of shippers representing all the leading commercial interests of the West, held at Chicago on January 4, the following committee was appointed to go to Washington to ask the President to send a special message to Congress on reciprocal demurrage legislation, to wit: Vic-

THE STEPHENS-ADAMSON WORKS.

The business of the Stephens-Adamson Manufacturing Company, whose plant we show in the accompanying cut, was established in 1901 at Aurora, Ill. The site selected was a plat comprising about four acres of ground located on the E., J. & E. R. R. (Chicago outer belt line) and the C., B. & Q. Railway.

The founders of the business were W. W. Stephens, F. G. Adamson and David B. Piersen. The business was first conducted as a copartnership, but was incorporated a year later with a capital stock of \$35,000, with the following officers: W. W. Stephens, president; F. G. Adamson, vice-president; D. B. Piersen, secretary. This capital was shortly afterward increased to \$50,000 and has lately been increased to \$100,000. The policy of the company from the start has been to manufacture a strictly high-grade line of elevating, conveying and power-transmitting machinery.

The Company has made a specialty of complete



VIEW OF THE STEPHENS-ADAMSON MANUFACTURING COMPANY'S WORKS AT AURORA, ILL.

expectedly. To provide for this exigency, the Evans Patent Motor Attachment, which is shown in the illustrations, has been designed. The Motor Attachment consists of an extension to the motor shaft, connected with a friction cut-off coupling, one side of the coupling being attached to the extension of the armature or rotor shaft and the other side of clutch being attached to the extension shaft. The extension shaft has two ring-oiling bearings supported on special stands. The pinion, sheave or pulley driving the elevator leg is erected on this extension shaft between the bearings, and the Automatic Non-Reversing Friction-Stop is erected on the end of shaft as shown, the disc supporting ring of friction-stop being supported from the special stand under outside bearing.

In the use of the Motor Attachment, in case the power is off the load may be detached from the motor entirely by releasing the clutch coupling, and the Friction-Stop meanwhile, by its interposition between the clutch and the load, will hold leg in place and prevent backing. The motor may thus be run light up to its normal working speed and the load then thrown onto the motor by the clutch coupling. It is a well-known fact that a motor will "pick up and carry" a much

tor F. Beckman of Seattle, chairman; S. B. Anderson, Memphis, Tenn., representing the lumber interests; Walter S. Bogle, Chicago, representing the coal interests; C. I. Millard, Chicago, representing both lumber and coal interests; H. H. Smith of Detroit, representing the Michigan Manufacturers' Association; J. A. Van Hoose, president of the Southern Wholesale Grocers' Association; E. M. Wasmuth of Roanoke, Ind., president of the National Hay Association; E. M. Wayne, Delavan, president of the Illinois Grain Dealers' Association, and J. E. Defebaugh, secretary.

The meeting adopted strong resolutions demanding a reciprocal demurrage law, and before adjournment it was expressed as the sense of the convention that individual shippers and associations should begin at once bringing all possible pressure to bear on their congressmen to get them to favor a reciprocal demurrage law. A proposition to take the matter before state legislatures as well as congress met with little favor.

Navigation on Illinois River below La Salle has been open for boats of all sizes, although only tugs and grain barges are in commission. This condition up to January 1 and later makes a new river record.

grain elevator equipments and has furnished the machinery for many of the largest grain elevator plants in this country. Space does not permit us to give a list of these installations, but wherever grain is handled, either in the country elevators or at the largest terminal elevators, one is almost sure to find that the Stephens-Adamson Company has furnished either the whole or a part of the equipment.

The remarkable growth of this business is the result of the fixed policy of the Company to furnish only the best and to give their customers the benefit of personal attention to their orders, that insures satisfactory deliveries. The Company maintains a well-organized engineering department, and its machine shop is equipped throughout with the very best of modern machine tools, including boring mills, lathes, planers, drills, pulley machines, etc. It is just now completing a large steel shop. This building will be used exclusively for the manufacture of sheet metal work, such as elevator legs, elevator buckets, conveyors, special sheet metal work, etc.

In order to provide for future growth, the Company has recently acquired an additional tract of land comprising eleven acres, and new buildings will be started on this property before long. The

members of the Company enjoy a large acquaintance among the best and foremost engineers and contractors in the country, and the products of these shops are most favorably known throughout the country.

PITTSBURG GRAIN AND FLOUR EXCHANGE.

The annual banquet of the grain dealers, members of the Pittsburgh Grain and Flour Exchange, was held at the Monongahela House on December 15. There were about 150 dealers and friends present. There was no end to the fun and good cheer, and there was much good talk mingled with the fun. When coffee and cigars were served, John Francies, postmaster of Allegheny, was introduced to act as toastmaster. Addresses were made by George W. Guthrie, mayor of Pittsburgh; J. W. Prall, commissioner of the Pittsburgh Car Service Association Territory, whose remarks appear on another page; and J. W. Wardrop, secretary of the Merchants' and Manufacturers' Association.

The committee in charge of the banquet consisted of the following: John Dickson, president of the Exchange; Joseph A. McCaffrey, John R. Johnson, D. G. Stewart, J. A. Geidel, Philip Geidel, W. N. Gordon, Elmer Guyton and C. A. Foster, vice-president of the organization.

The Pittsburgh Grain and Flour Exchange was organized in 1882 by the grain men of the city, who then elected the first set of officers as follows: President, R. D. Elwood; vice-president, Peter Keil; secretary, D. G. Stewart; treasurer, R. S. McCague. The Exchange met in premises located in Liberty Avenue, opposite Seventh Avenue, but later secured and occupied rooms at Garrison Alley and Liberty Avenue. Another removal was to the McCance Building, which was the home of the Exchange until it removed to its present location in the Pennsylvania Building at Penn Avenue and Tenth Street. In 1884 O. C. Alexander was elected superintendent, who continues to serve the Exchange as its executive officer. The following named gentlemen have served as presidents of the Exchange since its organization: R. D. Elwood, A. M. Marshall, D. G. Stewart, B. M. Cracklin, S. S. Marvin, B. F. Beach, L. S. McHenry, R. S. McCague, J. C. Houch, James Herron, G. W. C. Johnson, E. B. Mayhood, John Hood, J. W. Smith, S. R. Patterson, J. A. McCracklen, S. B. Floyd, L. S. McKalip, W. A. McCaffrey, H. G. Morgan, Phillip Geidel, Robert Thorne and John Dickson.

Pittsburg is one of the best hay and feed markets between Chicago and New York, for obvious reasons; but it is also a free distributor to western Pennsylvania, and the growth of the business in the past 10 years has been very large, as the following table of quantities will indicate:

	1884.	1900.	1906.
Corn, bus.	816,200	1,986,000	2,691,000
Oats, bus.	1,796,600	5,147,500	8,478,400
Rye, bus.	273,500	627,750	629,200
Feed, tons	6,980	17,025	17,273
Hay, tons	9,149	82,083	116,842
Straw		4,861	9,889

KANSAS GRAIN DEALERS.

The ninth annual meeting of the Kansan Grain Dealers' Association will be held in Wichita on January 22 and 23, with headquarters at the Carey Hotel. Following is the program:

"Railroad Regulation," by Carr W. Taylor, attorney for the Board of Railroad Commissioners, Topeka, Kan.

"Railroad Companies' Liability to Shippers for Failure to Furnish Equipment—From a Legal Standpoint," by Senator T. A. Nofztger, Anthony, Kan.

"Railroad Companies' Liability to Shippers for Failure to Furnish Equipment—From a Shippers' Standpoint," by C. A. Smith, Wellsville, Kan.

"Uniform Inspection," by C. A. Burks, Decatur, Ill.

"Uniform Inspection," by J. W. Radford, chief grain inspector, Kansas City.

"Grain Dealers and Their Profits," by C. W. Lawless, Kansas City, Mo.

"Railroad Legislation in Kansas," by F. M. Bonbrake, Osage City.

"Car Shortage, Cause and Remedies," by J. C. Robb, Wichita.

"Federal Grain Inspection," by F. W. Frasier, Wichita, Kan.

SAMUEL L. McKNIGHT.

Among the representatives of Eastern exchanges who did the trade good service at the late Uniform Grades Conference was Samuel L. McKnight, from the Philadelphia Commercial Exchange. Mr. McKnight is chairman and, for some years, if we mistake not, has been a member of the grain committee of that body, and is recognized as one of the leading expert judges of grain on the Atlantic Coast.

Mr. McKnight is a member of the firm of Robert McKnight & Sons, which is, we believe, the oldest flour and grain business in Philadelphia, having been founded by Robert McKnight the elder. The firm now operates a large warehouse and elevator at 2106-2108 Market Street.

Mr. McKnight is about fifty-five years of age;



SAMUEL L. McKNIGHT, PHILADELPHIA.

and it is an evidence of his personal popularity, as well as of his high standing as a business man of integrity and ability, that he has served as vice-president and director of the Commercial Exchange, and is turned to in emergencies for special commissions in which the Exchange is interested.

MORE SEED-LECTURE TRAINS.

Between February 25 and March 13 a seed-corn lecture train will be run over all the lines of the Pennsylvania system in Indiana. It will be in charge of Prof. G. I. Christie of the Purdue Experiment Station. According to the schedule the train will leave Sheldon on Monday morning, February 25, at 8 o'clock. During the day it will work over to Crown Point, where a night meeting is to be held. The other runs will be: Tuesday, February 26, Crown Point to Warsaw; Wednesday, February 27, Warsaw to Columbia City; Thursday, February 28, Columbia City to Kokomo; Friday, March 1, Kokomo to Richmond; Saturday, March 2, Richmond to Logansport; Monday, March 4, Indianapolis to Henryville; Tuesday, March 5, Madison to Rushville; Wednesday, March 6, Rushville to Cumberland; Thursday, March 7, Richmond to Fort Wayne; Friday, March 8, Fort Wayne to Plymouth; Saturday, March 9, Plymouth to Frankfort; Monday, March 11, Frankfort to Terre Haute; Tuesday, March 12, Terre Haute to Indianapolis; Wednesday, March 13, Indianapolis to Bicknell.

THE MINNESOTA REBATE CASES.

As briefly stated in an editorial note in the December number of this paper, the parties in Minnesota indicted by the federal grand jury for giving and accepting rebates on grain shipments went into court on December 13 at Minneapolis, and pleaded substantially that the passage of the Hepburn bill had repealed the provisions of the Elkins act under which the indictments had been found and that its peculiar phraseology was a complete bar to the present action, even though the offenses had been committed as alleged.

This was exactly the point made a few days before at Chicago by John S. Miller, representing the Standard Oil Company, before Judge K. M. Landis, upon which the court rendered an adverse decision on January 3. Upon this particular issue Judge Landis said:

It is contended in behalf of the United States that the act of June 29, 1906, did not go into effect until after these indictments were returned. The pertinency of this proposition will appear hereafter. It is urged that this postponement was effected by the adoption of the joint resolution by Congress, approved June 30, 1906. That resolution provides that the rate law "shall take effect and be in force sixty days after its approval by the President."

Of course the purpose of this resolution is obvious. But it was wholly ineffective until approved by the President. This occurred on June 30. And, by its own terms, the act became effective upon its approval by the President one day before. Plainly, therefore, on June 30 the resolution was powerless to postpone that which already had occurred on June 29. While possibly on June 30 the resolution might operate to suspend the act for a period of time (and as to this I express no opinion), the questions presented by the demurrers to these indictments are to be determined as if postponement or suspension of the act had not been attempted.

This brings us to what the court esteems to be the real question involved in the pending controversy. For the United States it is conceded that under common law rules of construction the repeal of a penal statute operates to wipe out all offenses against such repealed law, unless there is a statutory provision expressly authorizing their future prosecution. But it is denied that the act of June 29 repealed section 1 of the Elkins law, and it is maintained that even if it were so repealed offenses against the Elkins law are kept alive for future prosecution by section 13 of the revised statutes, enacted in 1871, which provides:

"The repeal of any statute shall not have the effect to release or extinguish any penalty, forfeiture or liability incurred under such statute, unless the repealing act shall so expressly provide, and such statute shall be treated as still remaining in force for the purpose of sustaining any proper action or prosecution for the enforcement of such penalty, forfeiture or liability."

This law has been attacked here as an unwarranted attempt by the Congress that enacted it to curtail the authority of succeeding congresses by limiting in advance the effect to be given to their enactments. It seems to me that such new rule is no more impairment of the legislative power of succeeding congresses than was the previously existing common law rule an impairment of the power of preceding congresses.

The defendant further maintains that the substance of the saving clause in section 10 respecting "causes now pending" was fully embraced within section 13; that presumably the Congress that enacted section 10 was familiar with section 13, and it is argued that to apply section 13 here, as authorizing the prosecution of an offense upon which an indictment had not been returned prior to June 29, and was, therefore, not a pending cause when the rate law became operative, would be to deny to the saving clause in section 10 any effect whatever, the defendant's position being that that clause, by saving only pending clauses, exhibits the will of Congress to extinguish all other offenses.

Of course this court will not assume that Congress enacted section 10 in ignorance of section 13. On the contrary, it will be presumed that it was familiar with that section, and it must be presumed that it knew what meaning had been given to it and to another saving clause like unto the one in section 10.

It is the duty of the court to enforce the will of Congress as expressed in the written enactment. In the ascertainment of that will I am not at liberty to ignore the ultimate object of the law. That object was the establishment of uniform railroad rates, reasonable in amount. The former law had failed to accomplish this and was therefore strengthened. Instead of being wiped off the books as having served its purpose, additional and severe

liabilities were created, and more drastic remedies and penalties authorized.

For the offense with which the defendant stands charged the preceding Elkins law prescribed punishment only by fine. The view entertained by the present Congress respecting this offense finds expression in the provision authorizing the additional penalty of imprisonment in the penitentiary. And the court is asked to hold that this same Congress deliberately intended to pardon all unindicted prior offenders, whose conduct it was, more than all other causes combined, that moved Congress to enact the rigid and far-reaching measure of June 29.

My opinion is that whereas, at common law, the repeal of a penal statute extinguished all penalties for offenses against its provisions in the absence of an express saving clause, under section 13 the repeal of a penal statute extinguishes no such penalties in the absence of an express extinguishing clause, which the rate law does not contain; that the so-called saving clause in section 10 was inserted for the purpose of definitely prescribing the rule of procedure that should control the prosecution of causes then pending in various stages in the courts, thus avoiding the confusion and controversy which, as experience has shown, must otherwise have resulted.

It is necessary to add only that in the court's opinion an indictment for violation of the Elkins law need not allege that the published rate is a reasonable rate. And without needlessly (as it seems to me) extending this review of the question raised, it is my opinion that such an indictment need not set out in full the carrier's tariffs.

Other points were offered by the demurrer of the Minneapolis defendants—one by Judge Wilson, general counsel for the Omaha Road, who called attention to the fact that the United States statutes recognize the legality of terminal charges by providing that they be included in the published rates in order that there might be nothing underhanded about them. "The Soo has its own elevators at Gladstone, on Green Bay," said Judge Wilson. "If we wish to build up our line to the Great Lakes so that it can compete with the Soo, we must give our patrons the same advantage. What law says that we may not say to them that we have no elevator, but we will put their wheat in an elevator for them? If we did not, it would give all the traffic to the Soo and kill competition, the very thing the law seeks to foster."

This point is the old question of the legality of the "allowances," still adjudicated. The only reference to it, even approximate, by Judge Landis was the statement, substantially, that the law requires the published tariff to show everything in the way of terminal regulations which affect the cost of service. Therefore storage charges are an elemental factor in tariffs, and as binding on the parties as is the transportation charge.

Judge Landis' decision, said Mr. Lewis, the government's attorney in the Standard Oil case, "will have a most important bearing on the future working of the rate law. It has cleared up nearly everything in the way of perplexities of construction which have hindered the smooth operation of the law."

WEIGHING IN KANSAS.

The adverse ruling of S. R. Peters, special master of the United States Court, upon the Kansas weighing and inspection law, has stimulated that department of the Kansas government to make a revision of the law which will be submitted to the legislature. It is assumed the court will approve the master's ruling, in which case the law will be practically wiped off the statute book. The revision, as Chief Inspector Radford tells a Topeka press reporter, "will classify elevators so that the public can distinguish between public and private elevators. At present the law simply says that elevators of over 75,000 bushels' capacity are public elevators, and into such elevators the state inspectors are allowed to go and inspect grain. The revision will probably follow the law of some state where the law has been tested and found satisfactory."

The legislature will, no doubt, enact a law bearing on this subject, because a state, having as-

sumed control of such matters as the weighing and inspection of grain, rarely relinquishes such power of control once established to the satisfaction of the courts.

In the meantime, however, a delegation from the Kansas City Board of Trade recently called on Governor Hoch to ask him to use his influence to prevent the legislature from re-enacting the grain weighing law which, it is expected, the Federal Court will declare unconstitutional. The Board wants an "optional" weighing law enacted in place of the law now on the statute books, which requires the grain dealers to submit to state inspection and weights. The governor did not make any promises, but confessed himself ready to listen to the farmers and grain dealers of Kansas.

GEO. J. NOTH.

On January 1 of this year George J. Noth, having resigned his position with the Invincible Grain Cleaner Co. of Silver Creek, N. Y., accepted a similar position with the S. Howes Co. and will hereafter devote his energies to selling the Eureka



GEO. J. NOTH, CHICAGO.

line of machines. He will have offices in 501-502 Traders Building, Chicago, and will represent the Silver Creek firm throughout all the Central States.

Mr. Noth is a young man, but has unlimited energy and is equipped with a full knowledge of electrical and mechanical engineering, which he manages to make use of in applied salesmanship. He has largely added to his acquaintance the past year and has developed rapidly as a salesman of ability. He goes with the S. Howes Co. with a knowledge of the details of the business, fully acquainted with the needs of the trade and, backed by the reputation and machines of the company, will undoubtedly go onward to a fuller and larger success.

THE PENNSY WILL DO SOMETHING.

After long tribulation, promises unfulfilled and then retracted, and after practical demonstration of its inability to serve the port as its business interests demand, the Pennsylvania Railroad on January 5 announced its intention of giving to the grain trade of Philadelphia some of the facilities it requires to handle the large amount of export business that is now going through that port. The announcement came through E. P. Bates, general freight agent of the corporation, after a conference had at Broad Street Station with L. J. Logan, secretary of the Commercial Exchange; Samuel L. McKnight and L. G. Graff, two of the Exchange's directors.

The railroad has decided to give the grain men a new floating elevator with a capacity of about 50,000 bushels, and two new barges, each of which will have a capacity of 30,000 bushels. Contracts will be let for them at once. In the meantime, while awaiting their construction, the railroad has promised the exporters to put in service two barges which it will bring from New York, where they have almost outlived their usefulness, after being in service there for many years.

While there is much objecting on the part of the grain men to accepting the old barges, they figure that in dealing with the Pennsylvania Railroad "anything is better than nothing," and that if its offer was not accepted the exporters would continue to be hampered in their efforts to transact their business with Continental Europe.

Meantime the Maritime Exchange of Philadelphia has been in negotiation with the B. & O. R. R. Co. with a view to securing better elevator facilities. President O. G. Murray of the B. & O. having announced the purpose of his company "to do its utmost for the development of the commerce and trade of Philadelphia," the Maritime Exchange accepts this tender, and in asking that road to provide a "modern grain elevator of large capacity, equipped with the best appliances and located on Delaware River," remind him that "the business men of this municipality welcomed the entrance of the company's lines here twenty years ago, and that it was largely through their earnest efforts that the city government made to the company concessions of great value, among them the right to occupy, without cost, a considerable portion of the east bank of the Schuylkill River," and that it is "up to the company now to get busy," or words to that effect.

INDIANA GRAIN DEALERS.

The annual meeting of the Indiana Grain Dealers' Association will be held at the Claypool Hotel, Indianapolis, on Thursday, January 17, beginning at 10:30 a. m. The program is as follows:

Opening address, President E. M. Wasmuth.
Report of secretary, J. M. Brafford.
Report of treasurer, Bert A. Boyd.
Appointment of committees, President E. M. Wasmuth.

2 O'CLOCK P. M.

Address—"The Grain Business as Viewed by a Buyer in the Terminal Markets," by Henry L. Goemann, President National Association.

Address—"Uniform Bill of Lading," by Jas. W. Sale, Bluffton.

Address by E. W. Bassett, Indianapolis.

FRIDAY, JANUARY 18, 10:30 A. M.

Address—"The Relation of the Corn Growers to the Grain Dealers and How They Can Best Co-operate to Conserve Each Other's Interest," by D. F. Maish, Frankfort, president Corn Growers' Association of Indiana.

Address—"Uniform Grades," by John F. Courcier, National secretary, Toledo, Ohio.

2 P. M.

Address—"The Standardization of Grain," by John D. Shanahan, Washington.

Reports of committees.

Miscellaneous business.

Adjournment.

The management of the Association are doing their best to provide a program that will not tire and will be helpful to all who attend. They are very anxious to have a full attendance. The membership is about as large now as it ever has been in the history of the Association, and they are very much interested in greatly enlarging it.

The board of managers has thought it advisable to offer three prizes for the best five ears of yellow corn and three prizes for the best five ears of white corn raised in the state, the samples to be brought in by the dealers who attend or by the grower, who is invited to be present with his dealer on the 18th. All exhibits must be entered on the 17th, and will be tagged and numbered as they are brought in and they will then be judged by members of the Indiana Corn Growers' Association.

The first prize for yellow will be \$18; the sec-

ond \$7, and the third \$5. The first prize for white will be \$12, the second \$5, and the third \$3. Professional seedsmen and growers, who have exhibited at world's fairs and taken prizes heretofore at Purdue University, shall be barred.

It is hoped that all dealers will take a personal interest in this and try their best to assist in getting a large attendance.

[For the "American Elevator and Grain Trade."]

THE INSPECTOR AND HIS DUTIES.

BY L. C. BREED.

In order that a person should be able to learn the extent of his information on a given topic, a very good plan is to write down a series of questions and then undertake to answer them. The writer pursued this method with regard to the matter of the grain inspector and his duties, with the result that he was obliged to interrogate other parties. It was surprising, even then, how little positive knowledge of this subject the grain men possessed, since their answers were almost invariably prefaced by, "I think so and so, but really am not sure about it." In view of the fact that all of the information contained in this paper was obtained at the inspection offices, it may be regarded as reliable. The facts given below refer to St. Louis:

How many inspectors are there? Six.

Who appoints them? They are nominated by the chief inspector and confirmed by the Board of Railroad and Warehouse Commissioners. The Chief Inspector is required to give bond for the proper discharge of their duties on the part of his subordinates; which, of course, presupposes his authority over them.

How do they qualify? They are sworn and give bond.

In what sum is the bondsman liable? The sum of \$5,000.

What is the inspector's salary? \$1,200 per year.

What are their hours of service? From 7 to 8 a. m. and as long as they can see to inspect.

Do they have a vacation and how long? No regular vacation, though anyone can have one when he wishes to, subject to the approval of the Chief Inspector.

How many cars is an average day's work? Fifty cars.

When does he inspect? Commences at 7 to 8 a. m.

How many times is a car sampled before the grade is determined? Depends upon the condition of the grain.

Does the inspector sign the certificate applying to the cars he inspects? His signature (a rubber stencil) is used by the certificate clerk.

What is the length of time each inspector has served? From two to fifteen years. Usually inspectors have first served as helpers until they are qualified to act as inspectors.

Does the law relating to inspection require any grain inspected that is not delivered to a public elevator? The law only requires inspection of public elevators. Inspection of grain in railroad yards is by request.

What is the fee? Fifty cents per car.

Are the fees received at St. Louis sufficient to cover the cost of the service? This is the case, and in some seasons there is a surplus.

Would a change in the political status of the state affect the inspectors as to holding their positions? It is supposed that if the political complexion of the Board of Railroad and Warehouse Commissioners was changed, they might replace the men on the force by those of their own political views.

If the grading of a car or cars of grain by an inspector is reversed by his superior officer, does it release his bondsman from liability in case of said car or cars? It does not, notwithstanding that in some states that is the case.

To whom may parties appeal from the grading made by the inspection department? To the State Committee on Appeals.

How is this committee made up? It consists of three members of the Merchants' Exchange, selected and appointed by the State Railroad and Warehouse Commission's department of inspection. This committee is allowed \$100 each per annum as compensation, out of which they pay their own railroad fares. The appellant to this committee from the inspector is required to make a deposit of \$5; and if the inspection is changed the money is refunded, otherwise the fee goes to the department. The committee's decision is final.

Conditions at East St. Louis are practically the same except that the state of Illinois pays the inspectors \$1,500 per year.

ELEVATOR OF G. T. HARRIS.

A well-constructed elevator, with things handy, is not only a continuous service of personal satisfaction, but one of the obvious elements of a successful business.

The owner of the house shown in the picture, G. T. Harris, at Hartland, Minn., is not specially bragging of his property, but it is evidently an



ELEVATOR OF G. T. HARRIS, HARTLAND, MINN.

elevator worth owning. It is 32 feet wide by 36 feet long and is 64 feet high, giving sixteen bins and a storage capacity of 25,000 bushels. The foundations are of stone, a solid wall all around and twenty-four piers, 12 inches square, to carry the bin supports. The first, or working, floor has a 12-foot ceiling, and here are located the feed mill, cleaner and driveway dumps. Of the sixteen bins, two are for handling cleaned grain and one is the shipping bin. There are two elevator legs, with 6x11-inch cups.

In connection with the elevator is a warehouse 30x80 feet in size; also a brick office and a power house, 16x20 feet in size, where is a 20-horsepower gas engine.

Mr. Harris handles wheat, flax, oats, barley and corn—a range of commodities that would, indeed, tax the facilities of even the best elevators of the corn belt, distinctively so called.

J. H. Kennedy took into the city of Edmonton, Alberta, on December 11, an ear of ripe corn grown at Wabiskaw Lake, 150 miles north of Edmonton. The grower, a Mr. Pruden, states that he had quite a patch of corn which ripened up there last summer.

During the year 1906, 367 steamships left the port of Boston for various ports in Europe with cargoes of grain, against 354 for the year of 1905. For the year 1906 the shipments were as follows: Wheat, 11,703,533 bushels; corn, 4,098,140 bushels; oats, 1,190,156 bushels; barley, 14,845 bushels.

BUREAU OF STATISTICS' REPORT.

The Bureau of Statistics at Washington, as appears from its annual report for the fiscal year 1905-06, reports regarding wheat eight times per annum, on corn and oats six times, and on the other crops, (53 in number,) from two to eight times. Regarding these crops, 333 inquiries are made between January and December, the information being supplied by field agents, state statistical agents and other correspondents to the number of 150,000. The work of these various informants is so well understood by the public that we need not rehearse them here at this time. Since the Hyde episode, however, the method of making up the regular report has changed somewhat and is now described in the report as follows (see "Crop Reporter" for December [Supplement]):

The crop-reporting board is composed of the chief of the bureau as chairman and four other members whose services are brought into requisition each crop-reporting day from among the statisticians and officials of the bureau and the special field and state statistical agents who are called to Washington for the purpose.

The personnel of the board is usually changed each month. The meetings are held in the office of the chief of the bureau, which is kept locked during its sessions, no one being allowed to enter or leave the building, and all telephones being disconnected.

When the board has assembled, reports and telegrams regarding speculative crops from state and field agents, which have been placed unopened in a safe in the office of the Secretary of Agriculture, are opened and tabulated, and the reports, by states, from the several classes of correspondents and agents relating to all crops dealt with are brought together in convenient parallel columns on final tabulation slips; the board is thus provided with several separate estimates covering each state and each separate crop, made independently by the respective classes of correspondents and agents of the bureau, each reporting for a territory or geographical unit with which he is thoroughly familiar.

Abstracts of the weather-condition reports in relation to the different crops, by states, are also prepared from the weekly bulletins of the Weather Bureau. With all these data before the board, each individual member computes independently, on a separate sheet, his own estimate of the acreage, condition or yield of each crop, or of the number, condition, etc., of farm animals for each state separately. These results are then compared and discussed by the board under the supervision of the chairman, and the final figures for each state are decided upon. It has been interesting to note how often the reports of the different classes of correspondents and agents are very nearly identical, and how closely the figures arrived at independently by the individual members of the board agree. The estimates by states as finally determined by the board are weighted by the acreage figures for the respective states, the result for the United States being a true weighted average for each subject.

There have been seventeen meetings of the crop-reporting board during the past year, in most of which the personnel has been changed each month. Six special field agents, specialists in their several lines of statistical and crop knowledge, and twelve state statistical agents have served in the different board meetings. Many of these men are widely known throughout the United States, and the practice of having them take part in the preparation of the monthly reports and estimates has proved highly satisfactory and has been a great factor in establishing the confidence of the public generally throughout the country in the fairness and correctness of the bureau's estimates.

The bureau report makes the following recommendation to Congress: "By reason of the noticeable benefits to be derived from the traveling of state statistical agents, as shown by experiments already made, it is suggested that an increase in the appropriation of about \$10,000 can be most profitably provided for that purpose in connection with the strengthening of the special field service. This will enable the state agents to travel over their states at least twice each year and to come to Washington, D. C., for conference once during the year. During the fifteen years in which state statistical agents have been employed they have never been brought together, and it is submitted that a convention of these employes held here at the department would be productive of marked benefits and improvement in this branch of the service."

CALCIUM CHLORIDE BRINE.

The winter has up to the time of writing been peculiarly mild, and in consequence the urgency of the demand for a non-freezing cooling liquid for gasoline and gas engines and in brine barrels for fire protection has not been so great as usual or as it will be when a hard winter like that of 1904-5 or 1903-4 is again upon us. However, while the thought is with us, it is well to remember that calcium chloride makes a better and safer brine, or non-freezing liquid, than salt; but as that feature of the subject has been quite frequently referred to in these columns during former winter months, the properties of calcium ought to be so well understood by our readers that it will not be necessary to go over that matter again.

One important feature of the subject, however, is the relative merits of calcium as compared with salt brine as to the corrosive qualities of both as they come in contact with metals, as in a gas engine jacket, for example, or in metal fire barrels or elevators. "Aside from the fact that brine has too high a freezing point, and aside from all the other disadvantages it has when compared with calcium brine, it has a greater disadvantage in that it corrodes iron, while calcium brine is neutral to iron," says Gardner T. Voorhees, writing in *Ice and Refrigeration*. "Chloride of sodium, common salt, is made up of one atom of sodium and one atom of chlorine; these join hands and form common salt. Chloride of calcium is made up of one atom of calcium and two atoms of chlorine; the three join hands and form calcium chloride. When sodium chloride or calcium chloride are in solution, as they are in brine, the atoms are not so closely united as they are when not in solution. These atoms are like people, not satisfied with their companions and conditions, but looking for new companions and a change. The sodium atom is bound to the chloride atom by only one hand, while the calcium atom is more strongly held in place by two chlorine atoms, each having a hand. The result is that the sodium atom can more easily get away and make new combinations than can the more firmly held calcium atom. With salt brine, where there is almost always a certain amount of ammonia and carbonic acid present, the sodium atom breaks away and makes up a new combination, with a result that some of the nitrogen, hydrogen and chlorine atoms are left out in the cold and make up a team called salammoniac. This team seems to be out for a fight and eats holes in the iron to satisfy its hunger," whereas the calcium brine is a well-behaved creature, does its duty as a dutiful servant, and leaves no after-effects."

GRAIN POOLS ON THE COAST.

The success of the plan of pooling lots of wheat and selling it as one block to the highest bidder has been so successful in eastern Washington that it is now proposed by certain farmers to organize the state into four districts for selling purposes. These districts will be known as Palouse, Big Bend, Walla Walla and N. P. Main Line. The general association will be organized with one president and a vice-president for each of the four districts. It will be the duty of the four vice-presidents to meet together at stated intervals to consult on the best methods of furthering the interests of the members. The president will maintain a general information bureau and issue bulletins which will be sent to all members and keep them posted on market conditions and other matters of interest to them.

The vice-presidents will be, in fact, the sales agents. They will receive tenders of grain from farmers at each station in their respective districts and arrange the sales days. No wheat will be sold except on these sales days, and members shall bind themselves to sell only on those days. Every exporter, dealer and milling company in

the Northwest will be notified of the amount, variety and quality of the grain to be sold and asked to submit bids for any or all of it.

It is estimated that there will be about 2,000,000 bushels of grain offered at each of these sales, and it is thought that wheat sold in large quantities will bring from 1 to 5 cents above the price obtainable when it is sold in small quantities.

One feature of the plan is to get the farmers, or the association, to build or buy warehouses and do a general warehouse business, but this feature will come after the organization is fairly established.

A meeting for organization has been called to be held at Pullman.

W. J. SCOTT.

One of the important changes that occurred January 1, in the line of the larger machinery houses, was the transfer of W. J. Scott from Minneapolis to his former location at Chicago. Mr. Scott went to Minneapolis about a year ago at the request of the Invincible Grain Cleaner Co. of Silver



W. J. SCOTT, CHICAGO.

Creek, N. Y., with whom he has been connected as salesman for the past seven years, and has spent a profitable year there making friends for Invincible machines as well as selling in the Northwest for the Strong & Scott Mfg. Co. of Minneapolis, who, in addition to their flour mill and grain lines, are northwestern agents for the Invincible Company.

Mr. Scott received a warm welcome from his Chicago friends on his return, and there is no more popular salesman than he in the Windy City or surrounding territory. One of his chief characteristics is reliability, and the confidence which he inspires comes from his stanchly adhered-to habit of performing what he promises and advising from a mind capable of grasping situations with the necessary mechanical knowledge how to fit them.

He has not grown any older since he went away; in fact, the physical machine seems to have improved with use, and now at the turning point past forty he has a number of the best years of his life ahead in which to further advance his past good record. His office will be at No. 406 Traders Building, just across La Salle Street from the Board of Trade, where he will be pleased at all times to talk about the Invincible lines.

The Chief Grain Inspector of Washington complains that farmers refuse to supply him with reports of crops through fear that the reports will increase taxes. He recommends that the Legislature should enact a law requiring complete crop reports, with heavy penalty for failure to report. Farmers are disposed to misrepresent crops because of an idea that they can influence prices by so doing.

CAR SHORTAGE IN THE NORTHWEST.

Commissioners Lane and Harlan of the Interstate Commerce Commission held an investigation at Minneapolis on December 18 to find a reason for the car famine in that part of the country. Among the witnesses were L. T. Jamme, secretary of the Minneapolis Chamber of Commerce, and the secretary of the Duluth Board of Trade, the late H. B. Moore. Mr. Jamme's statement included a tabulation of grain receipts for several years, from which it appeared that the total receipts for the crop year months of September, October and November were but 25,000,000 bushels, against 66,197,000 bushels in 1905, 61,330,000 bushels in 1904 and 58,343,000 bushels in 1903; yet Mr. Jamme stated his belief that the 1906 crop was larger in North Dakota and in southern Minnesota than that of 1905. He had heard of no delay by the elevators of Minneapolis in unloading grain.

In Duluth, according to the testimony of Mr. Moore, the number of cars received in August-November, 1906, was 48,104, against 45,655 in 1905, 43,027 in 1904 and 45,383 in 1903. In other words, Duluth's wheat receipts were 5,000,000 bushels greater in 1906 than in 1905 for the period named. However, Mr. Moore had knowledge of many complaints that cars were badly delayed in transit, as well as handled very slowly after their arrival. Mr. Moore cited a number of specific cases of delay; 21 to 59 days from North Dakota to Duluth; 36 days for a car to move two miles; a table showed that of 580 cars more than 80 per cent were delayed over ten days and 20 per cent from 20 to 30 days.

Several other witnesses gave similar testimony; then the railroad men were called, who thought the roads were doing about as well as usual. More cars are carried in a train now than formerly, but the trains do not cover as many miles per day as they did five years ago. Put upon his mettle by Commissioner Lane, who appealed to him as an expert, W. G. Holland, train dispatcher of the Northern Pacific, said: "I would like to answer your question why cars are delayed so much between North Dakota points and Duluth. If I could it would help a great deal in solving the problem. I don't think the train service can be made much better, though." He did not think the increased train tonnage responsible.

On January 2 Commissioner Lane filed his report on this investigation with the Commission and with the President, who had ordered the inquiry. He finds substantially as follows. Referring to the coal famine, Mr. Lane says:

It is a fair inference, from all the testimony, that the real cause of the coal scarcity in North Dakota was such an abundance of westbound traffic at the head of the lakes that cars were not available in the congested state of that terminal for the carrying of coal to North Dakota—a comparatively short haul for a low-class commodity. The Commission has gained indisputable proof of an agreement between coal dealers to maintain prices and to boycott all who do not so agree; but there is no evidence at all justifying the contention that this combination is chargeable with the coal shortage prevailing, nor that the railroads were party in such a way to such a conspiracy.

The losses to the grain interests have been enormous, the roads of the Northwest having been simply buried under last year's crop, in spite of the fact that it but little exceeded that of 1905, nor did it equal that of at least one other preceding year. "Fifty million bushels of grain," the report says, "as nearly as can be estimated, remain on the farms or in the country elevators of North Dakota. But 38 per cent of the crop has been shipped. The country, or the line, elevators at a large number of country stations are full. Some of these reached their capacity as early as September and still contain the grain they then held. Thousands of bushels of wheat are lying at this time covered with snow in open bins built beside the railroad track.

The farmer cannot sell because the country dealer cannot buy, the latter because the country elevator is still full, and remains full because the railroad has not moved the grain from the country elevator to the terminal elevator. The terminal elevators at Duluth, Superior and Minneapolis, which act as great reservoirs for the line elevators, are almost empty, and at no time during the season have they been filled to more than one-third of their capacity."

The remedy proposed consists, first, of a car clearing house, or car pool, by the connecting lines, a proposition which has been received with some favor although not worked out in its details. The proposition includes the idea of car appropriation between carriers on a basis of a minimum charge of 50 cents per car per day for the use of the appropriated car, this sum to be increased (to not exceed \$2) in proportion to the demand of the traffic for cars. But, second, a more popular remedy for the trouble is reciprocal demurrage. The Commission, however, are in doubt as to its efficacy, as, they say, "it is evident that transportation difficulties would not be overcome by the enactment of a reciprocal demurrage bill alone, if such measure merely provided for punishing the railroad for non-placing of cars, or non-movement thereof."

The report sums up the conclusions of the Commissioners as follows:

The problem is one that is much deeper and much broader than a mere lack of cars and engines. It is one in which is involved every factor in railroad-ing—the construction, the operation, the maintenance and the financing of the railroad. The inability of the shipper to secure a car may be but a symptom of a deep-seated and organic trouble.

The real cause of car shortage may lie in the too conservative character of the management of the road or in the unfitness and incompetency of its operating officials. It may flow from an incomprehension on the part of the directors of the full duty imposed by law upon a common carrier. It may arise out of a policy in railroad operation which gives primary consideration to speculative stock operations. It may come from [a road's] inability to secure funds to so fit itself that it can discharge its duty. It may follow in a time of exceptional prosperity from an increase in traffic which could not reasonably have been anticipated. Or it may result from an inability to secure labor and materials necessary to the proper enlarging of the railroad's facilities.

This enumeration of causes is not exhaustive. It could not well be complete without giving consideration to many industrial and economic factors, which, at first glance, would appear remote and unrelated. Clearly the problem of transportation is so closely interwoven with the fabric of our commercial system, and so closely related and so interdependent are the various activities of our industrial life, that one may not lightly say what are the multitudinous considerations which necessarily enter into so simple a question as the reason why a railroad car is not at once forthcoming when ordered.

The enactment of a reciprocal demurrage bill will not build railroad track or equipment, enlarge and simplify terminals, nor transform incompetent operating officials into first-class railroad men; but it might stimulate, energize, and in some cases revolutionize, the methods of delinquent railroads so that they would render the service which they were created to render. This is the theory of reciprocal demurrage. But that of itself this will enable the railroads to render adequate service is not demonstrated by experience.

The need for additional legislation to reach the seat of the trouble is then urged.

NATIONAL DEMURRAGE LAW.

Martin B. Madden, M. C., Chicago, a few days ago introduced in the House at Washington a bill for a national reciprocal demurrage law. The bill will provide that it is the duty of common carriers to provide suitable facilities for handling shipments with reasonable dispatch, the meaning of "reasonable dispatch" being indicated by the requirement that when a shipper has asked for a less number than twenty-five cars it shall be the carrier's duty to provide them within three days; if more than twenty-five cars, within ten days. If the carrier fail to do this, it shall forfeit to the shipper \$1 per car for each day's delay, and

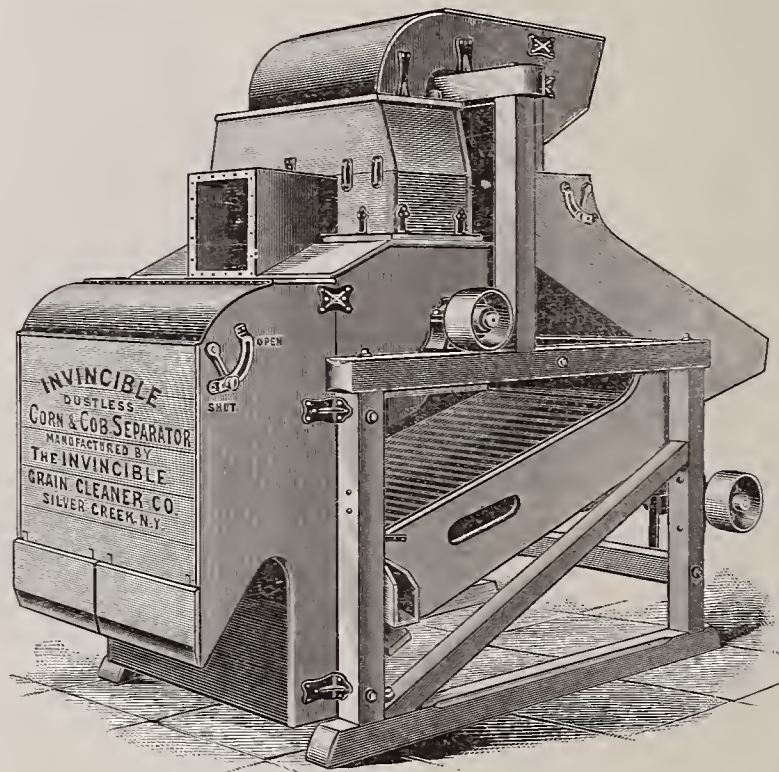
shall be liable for all damages suffered by the shipper and for the costs of any suit he may have to bring to recover indemnity. Shippers are given forty-eight hours in which to load cars after delivery; if held longer than this, demurrage at the rate of \$1 per day per car is given the carrier. If the shipper orders cars which he does not use, the carrier is entitled to \$1 per day per car for all the time they are kept out of its possession. The consignees of shipments are given forty-eight hours' free time in which to unload goods after delivery. They must pay \$1 per day per car thereafter unless delay in releasing shall be due to the fault of the railway, stress of weather or other casualty. If the carrier "bunches" cars, instead of delivering them day by day as ordered, the bill provides that it shall not be entitled to demurrage if the consignee is unable to unload promptly. It is provided also that it shall be the duty of the carrier to move loaded freight cars at least sixty miles every twenty-four hours, unless prevented by fires, wrecks, etc. If it shall fail to do so, it shall forfeit to the owner or consignee of goods \$1 per car for each day's delay of carlot freight, and 1 per cent of the value of

INVINCIBLE CORN AND COB SEPARATOR AND CLEANER.

A machine that will separate the cobs from shelled corn as it comes from the sheller, and clean the corn at the same time, is a valuable addition to the equipment of any house handling this grain. The accompanying illustration shows the Invincible Corn and Cob Separator and Cleaner, made by the Invincible Grain Cleaner Co. of Silver Creek, N. Y., which does this satisfactorily.

The machine is complete in itself. The corn and cobs are received in a feed box, passing into an air separator. From this the stock drops onto a long scalper, which is fitted with three sections of steel sieves specially designed to prevent clogging. Each section, placed a little higher than the other, forms a break in this scalping sieve. In passing over these breaks the cobs and corn are jarred, and thus the corn is prevented from being carried over with the cobs. The corn passes through the scalping sieve and the cobs pass over the end.

The shelled corn drops from the scalper to the main screen, which is fitted with special screens. Here the remaining small pieces of cob and other



INVINCIBLE CORN AND COB SEPARATOR AND CLEANER.

the goods on less than carlot freight. The Interstate Commerce Commission is directed to prescribe rules for the law's enforcement, and for good cause may modify its provisions to meet conditions.

SOUTH DAKOTA CORN GROWERS.

The Corn Growers' Association of South Dakota, in session at Mitchell, on December 20 formed a permanent organization by electing A. E. Chamberlain president and H. C. Warner of Forestburg secretary. Resolutions were adopted of a character to assure the stability of the Association by petitioning the state legislature to appropriate each year the sum of \$1,200 to pay the expenses of the annual meetings and also for putting up prizes for the corn exhibit.

The corn show was permanently located at Mitchell, considered as being the center of the corn belt of the state; and it is the intention eventually to hold the convention in conjunction with the South Dakota Live Stock Breeders' Association.

A report by the secretary of the Wichita Board of Trade shows that nearly 12,000 cars of grain were purchased in that market, of which 7,342 were wheat; 2,809 cars of corn, 416 cars of oats, 20 cars of rye, and the rest in mill feeds and seeds. The sales were 7,266 cars of wheat, 2,792 cars of corn, 412 cars of oats, 17 cars of rye and 772 cars of other products.

refuse are removed. The corn then drops to a perforated screen, which removes all dirt, sand, etc. It next passes into the second air separation, which takes out all chaff, filth, husks and very light pieces of cob, and at the same time will remove any shrunken kernels and light pieces of corn. These are drawn into the screening tips and can be saved for feed. The corn is discharged at the bottom of this air trunk freed from dust and other impurities and ready for market.

The machine is made in a number of sizes, for plants of different capacities. Full particulars may be had from the manufacturers, who state that they send the machine on thirty days' trial to responsible parties.

The Minnesota Railroad and Warehouse Commission has increased the price of inspection on grain, both in and out, to 20 cents per carload, and to 30 cents per 1,000 bushels inspected and weighed to vessels. The fee for flaxseed will be 75 cents per car.

Press reports say China will appeal to other nations for help to feed about 15,000,000 of starving people located in hitherto the most fertile valleys of that country. Their crops were very poor last year and their overflowed lands prevent seeding for another crop. Just how the fertile brains of the American grain bruins will make a "bear argument" out of the news is not yet announced, but they will certainly undertake it and doubtless be "equal to the emergency."—Pope & Eckhardt Co., Chicago.

[For the "American Elevator and Grain Trade."]

THE FIRST AGRICULTURAL SPECIAL RUN IN OHIO.

BY HARRY W. KRESS,

Of Piqua, Ohio, Historian for the Trip.

The first agricultural special run in Ohio was a great success. The Special, run over the Cincinnati Northern, was made up of a combination car and two demonstration coaches, one for corn and the other for alfalfa. The coaches had streamers bearing the words "Agricultural Special—'Corn,' 'Alfalfa.'" The train left Franklin, Ohio, Wednesday morning, December 26, at 9:30, making its first stop at Germantown, Ohio, where everything was made ready for the trip. At noon dinner was served at the Hotel Grand for those accompanying the Special. A few minutes after noon the farmers commenced to gather around the train, filing into the alfalfa and corn coaches and anxiously awaiting the professors and grain dealers to start the ball rolling.

There were no cannons fired as a salute, but by the time Fred Mayer, president of the Ohio Grain Dealers' Association, had made his introductory speech in the corn car, and the same performance had been enacted in the alfalfa car by Professor Price of the Ohio State University, the equivalent was at hand. President Mayer, after touching on things in a general way, introduced Professor Foord of the O. S. U., who brought the farmers to a realization of their shortcomings in their present manner of selecting their seed, but in fifteen minutes had showed them how simple it was to overcome this deplorable state of affairs. He showed them how it was possible to select good seed, and explained that it was better to spend a day or two in the winter months in making tests than to spend two or three days replanting corn in June. The shape of the kernels was discussed and the wedge and round shapes were denounced. The grain must not be round or too pointed, but while wedge-shaped it should be the happy medium. The grain should be of medium thickness, that the kernels may be packed closely on the cob. (Remember, that corn produces its own characteristics.) Uniform ears, also, should be selected, that all the crop may mature at the same time. The ears should be uniform not only in size but in indentation and color.

He also spoke on "corn figures," and brought out the necessity of a good stand if a large yield be obtained. He discussed his plan of testing seed, which is done by the construction of a box three feet in length and about two feet wide, divided off into two-inch squares with sand, into which the kernels are planted and afterward covered with a cotton cloth and kept moist by a daily application of water. The temperature must be kept at seventy degrees, and, after five or six days, if the grain is not sprouted, it will not grow, and the ear from which it was taken should be discarded—each ear having been previously numbered.

Prof. C. R. McIntire of the Farmers' Institute was next introduced by President Mayer, and Professor McIntire said: "Don't cross your corn," it means ruin in the end. He insisted that the farmers in Ohio did not know good seed corn when they saw it, having the wrong idea of what it should be. "We must learn to become good judges of good corn." It is also important to decide upon the right type of corn. Seed corn from outside of the state should not be planted in any large quantity. Buy it, then improve upon it. If you do not have good seed, call upon your neighbor and get it from him, providing, of course, that he has good seed corn.

Professor McIntire insisted that the only practical way to select seed was to save it from the stalk—gathered before being cut. Then the stalk upon which the ear grew can be seen. The stalk should be erect, not too tall or too thick. The ear should not be out of reach and should hang

with the point downward and close to the stalk. Care should also be taken not to take seed from a field with rich soil and plant it in thin soil. The result will be a disappointment. Always take twice as much seed as will be needed, thus permitting of another and closer sorting. Don't shell the corn with a corn sheller, but do it by hand, thus in no manner damaging the grain. After being shelled the corn should be thoroughly mixed so that no two kernels from the same cob should be in the same hill—thus preventing inbreeding.

The President next introduced Mr. Ed Culver, chief grain inspector of Toledo, Ohio, who said: "If your neighborhood raises yellow corn, that and that only should be raised. If the white corn is raised by the majority of the farmers of a vicinity, let all raise it, but in no case should anyone raise a mixed corn—the speckled or red corn. It is a sin against your neighbors to do so."

He spoke briefly of the dealers' demand for dry, solid corn, and mentioned that last year's corn crop was 25 to 30 per cent water and that the shrinkage on such grain was from 8 to 10 per cent. "Corn cannot be shipped from Ohio to the seaboard for transportation to Europe until it is guaranteed by the shipper. How can a shipper guarantee a load of corn unless it is solid and dry?" He told of the grain dealers' agreement not to buy corn with over 25 per cent of moisture, subject to official grades. This would practically go "No Grade." European buyers recently sent a committee to America to attend the convention of the grain dealers at Chicago, and there declared that no corn bought in America would be paid for until it had been delivered in foreign ports and found to be good and dry. To this the dealers objected and refused to consider the matter, and the shippers will naturally have to guarantee every bushel as represented.

When one stops to consider that the above talks were allotted out as follows: President Fred Mayer, five minutes; President Foord, fifteen minutes; Professor McIntire, fifteen minutes, and Chief Grain Inspector Culver, five minutes, and that the farmers were allowed five minutes to get on and off the cars, making a total of 45 minutes, which was the longest time allowed for each station that we were scheduled to stop at, it will be seen that the talks had to be as condensed as the hearers could digest.

THE ALFALFA CAR.

Professor Price, dean of the Agricultural Department of the Ohio State University, had charge of the alfalfa car, and after making his introductory talk introduced Professor McCall, who gave figures to show in effect that, while corn on the state farm brought a net profit of \$29.24, alfalfa brought \$33.31; wheat, \$16.88; oats, \$4.45, and barley, \$9.75. Large yields of corn, wheat, oats, etc., take away fertility, while alfalfa adds it to the soil. This greatly enriches the soil; but to do this the deep roots draw greater fertility from the subsoil, five or six feet below. Two to four crops can be raised on the same field every year and should be grown in connection with barley as a nurse crop. When it is sown with oats, the oat crop should be cut for hay while in bloom, for, if permitted to ripen, the alfalfa will have been destroyed. A field of alfalfa should have been unbroken for at least six years.

Prof. C. H. Kyle, next introduced, said that the results at the experiment station that have been accomplished with alfalfa have been wonderful. When its worth once becomes known to the consumers of hay, the demand for it will force the farmers to raise large crops of the same. It is like all new things—to break into the farmer's fixed and set ideas is no easy matter; but when the hay buyer once begins to offer two or three dollars more for alfalfa than for other hay it is easy to tell what's going to happen. In Ohio it will produce from four to five tons per acre, and it is a great producer of fat. It has the highest percentage of digestive properties of any of the plants raised on the farm.

COMMENT ON THE WORK.

The success of the first Agricultural Special in the state of Ohio demonstrates beyond a doubt that this method of disseminating agricultural information is a decided success. Such trains operated over the principal railroads of the state would result in adding millions of dollars to the productive capacity of the farmers in Ohio.—Prof. A. G. McCall.

Success from start to finish. Satisfied that great good was accomplished. The grain dealers are a grand lot of men. The railroad neglected nothing to make the trip pleasant and profitable. Work done greatly appreciated by all. Surely more similar work should be done.—Professor McIntire.

The attendance and enthusiasm shown by the farmers along the C. N. R. R. at all the stops made by the Corn and Alfalfa Special is certainly significant of flattering results.—C. H. Kyle, Assistant Agronomist, Ohio Agricultural Experiment Station, Wooster, Ohio.

Fred Mayer, president Ohio Grain Dealers' Association, says: "We've met so far with 2,300 farmers. The next Special would bring 3,000. The farmer has been aroused, and I look for a big improvement in the yield and quality of our next corn crop. I'm sorry specials were not run long ago. They are a necessity. This, the first one, is a grand success, thanks to the C. N. R. R., and especially its division freight agent, W. T. Stephenson. As president of the Ohio Grain Dealers' Association and one of the party on the first Agricultural Special ever run in this state, I want to say it has been a success from start to finish. We have talked to the most appreciative and interested audiences I have ever seen. The lectures, talks and demonstrations should do much good—bring Ohio up the ladder as a corn producer."

Professor Thorne of the Wooster Experiment Station spoke of the new adventure and gave much credit to the Ohio Grain Dealers' Association and the C. N. R. R. for the running of the Special. In the course of his addresses he spoke of the sickle and how it was once used to gather the grain, thus showing the mechanical as well as the intellectual revolution that has been made in the past fifty years. "Then it was the brawn and muscle and not so much the intellect that counted." Now any girl may sit in her office and direct the workings of a farm, and all because of the advanced thought along agricultural and mechanical lines. "The farmer must study the science of agriculture and keep alert, or in a few years the farms of Ohio will be owned by a few, and the few will be those who do study conditions, etc. It is the intellect as well as the muscle that counts. Something must be done to increase and maintain the fertility of the soil." The speaker mentioned briefly the fertile soil of the Miami and Scioto Valleys, which once led in the production of corn, but which now are far below the production of Van Wert County, as well as other counties of northwest Ohio.

Prof. H. C. Price, dean of the College of Agriculture of the Ohio State University, said: "The success of the trip of the Agricultural Special over the Cincinnati Northern R. R. has surpassed my expectation. Although the weather conditions were unfavorable, the attendance at every station was all that could be accommodated on the train. I have never seen more attentive audiences or farmers that were so anxious to get instruction. This is the first educational train to be run in Ohio, but already requests are being made by other railroads to have similar trains run over their lines. The College of Agriculture will cooperate with the railroads as far as possible, and we will send our professors to lecture on these trains as far as their time will permit. Trains will be fitted out to suit the conditions of the section of state through which the railroads run. In the fruit sections horticultural cars will be run,

through the dairy sections dairy cars, and through corn sections corn and alfalfa cars. The educational trains afford the most rapid method of reaching the farmers, and I believe it will be one of the important features of improving the agriculture of the state in the future."

I believe this effort on the part of the Cincinnati Northern R. R. will result in great good to all interested, in the growing and handling of corn and alfalfa. The interest displayed all along the line was more than gratifying and much beyond our expectations.—Wm. T. Stevenson.

This first Agricultural Special run in the state of Ohio under the auspices of the Cincinnati Northern R. R. has been a most wonderful success. The farmers have shown unusual interest, and in the very large attendance and the especial attention given the speakers proves that this movement can be productive of great results. Lack of care in selecting seed and the storing of corn in cribs unprotected from the weather cause enormous loss to the section traversed by the Special. I surely think it has been a very successful trip.—C. B. Jenkins, Secretary Ohio State Millers' Association, Marion, Ohio.

Judging from the attendance at every stop and from the intense interest shown by all those present, I believe great good must come from the first Agricultural Special run in Ohio. The stops were not long, but, as one farmer present said as he passed out, "The speakers talked facts and not flattery, and that's what we farmers want." The facts given were not disputed and cannot be disputed by any intelligent farmer, and if the suggestions given are followed by a fair proportion of the 2,300 farmers who were actually present, the investment of time, money and thought expended in making the train the success it has been, must and will yield an enormous return. Credit should be given the four agencies that have worked together to bring Ohio in line with the other states of the great corn belt; namely, the Cincinnati Northern Railroad, the Agricultural Experiment Station at Wooster, the Ohio Grain Dealers' Association and the Agricultural College of the Ohio State University at Columbus. It is to be hoped that these and other agencies will continue to co-operate and work together for the benefit of the farmers, who are the greatest producers of wealth in this or any other country. The prosperity of the country depends upon agriculture, and anything we can do to increase the efficiency, the education, or the success of the farmer bears more or less directly upon all other industries.—Prof. J. A. Foord, Ohio State University, Columbus, Ohio.

I had no idea that there was so much room for improvement in corn culture, but the average farmer in northwest Ohio has been very careless in the care of his farm crops. I am glad to see him so willing to accept the instruction by the professors and grain dealers. I believe the Agricultural Special the best way to school them, and every railroad running through a corn section in Ohio should run them.—Grant McMoran, St. Paris, Ohio.

THE HISTORICAL RECORD.

All told, we made seventeen stops, averaging about 125 minutes to the stop and giving only a forty-five-minute talk at each one. On several occasions we had our cars overcrowded and were forced to open up the windows in order to let those on the outside get as much as possible of the lectures. The total attendance was 2,378 farmers, not including the women present. (Harry S. Grimes of Portsmouth, Ohio, kept count of the young women present.)

The meetings both at Greenville, O., and Van Wert, Ohio, were a great success.

Those accompanying the Special were Professors W. C. Price, A. J. McCall, J. A. Foord, C. H. Kyle, Thorne, Jos. Wing and C. M. McIntire. Grain dealers: Fred Mayer, president, and J. W. McCord, secretary, of the Ohio Grain Deal-

ers' Association; E. H. Culver, chief grain inspector of Toledo; C. B. Jenkins, secretary Ohio Millers' Association; H. S. Grimes and Grant McMoran, agricultural committee, State Association; Harry W. Kress, historian for Ohio Grain Dealers' Association; W. T. Stevenson, general division manager C. N. R. R., and E. W. Seeds, Ohio Grain Dealers' Association.

When the farmers had left the train, it was a grand sight to see our Charlie Jenkins of Marion, Ohio, leaning over the platform making the farewell speech with the musical ding-dong, until at last the tut, tut of the engine and we're off drowned the last faint sound of the cheers as we passed out of sight.

Farmers A. and B. on the platform, after hearing President Mayer's remarks: A—"Did you hear dat president of dem Ohio grain peoples say our corn was only good for fuel dis year?" B—"Yes, I did, and he also said heaven isn't the place they need dis fuel, either." A—"According to that, then, those places dem calls terminal markets must be the other places."

Professor Price always arrived last for break-

any of our stops, it was "23" for everybody but Uncle Joe McCord—he was there with the candy.

The poor female reporter at Celina, Ohio, certainly had her hands full with Uncle Joe, Harry Grimes, Professor Foord, Jenkins and McMoran, all trying to get a word in at the same time. She certainly was very charming.

President Fred Mayer was given three rousing cheers as he left the Special at Bryan, Ohio, to make connections for Toledo. Oh, if we only had more like him.

The grain dealers along the line of the C. N. R. R. deserve all kinds of credit for getting out the large attendance. They also brought many samples of the corn they are buying at their local stations, which were very useful to the lecturers and dealers accompanying the train.

NEW CORN SOLD AS DRIED.

The first shipment from Baltimore of mixed corn dried by the Hess Drier was made about the middle of December by E. O. Boyd & Co. from the Baltimore & Ohio elevators at Locust Point. The



ELEVATOR OF THE AMERICAN MALTING COMPANY AT BUFFALO, N. Y.
Designed and constructed by James Stewart & Co., Chicago.

fast. He took advantage of being away from home, as the young Price at home delights to be carried by papa in the wee hours of the morning.

The engineer, William Conn, and fireman, Charlie Bernard, of the Special were induced by Professor McCall to partake of some alfalfa tea. Result—stopping the train in the middle of a cornfield for ten minutes. Is it hard to guess why? If so, try the tea for actual results.

When Jenkins in his speeches would mention the dear old flag, it was all we could do to keep the farmers from kidnapping him.

Professor Foord lost his voice and Ed Culver prescribed some alfalfa tea—after that it was stneg teliot for Professor Foord.

Manager Stevenson, our host of the C. N. R. R., invited the crowd up to his room on Thursday evening to have a little sociable game of hearts. It was decided that the one losing the most games should sweep out the cars the next morning. Mr. Kress lost and was advised to retire early. Uncle Joe and Professor Price told the night clerk to put in a repetition call for Mr. Kress, starting at 4:30 a. m. However, Kress got wise and had the call switched. Behold the next morning, 4:30 a. m., Professor McIntire meandering around the third floor in his pajamas hunting the bellboy with a fire poker. Poor Mac did not even hold a hand, but only sat around eating the good things.

Did the farmers squirm when Big Chief Culver poured forth some hot things? Well, I guess Professor Holden wasn't in it.

McMoran established himself as a souvenir caterer, with the assistance of the opposite sex. He did himself proud.

Whenever the female reporters came aboard at

shipment consists of 34,285 bushels and went to Glasgow, Scotland, by the steamer Kastalia.

The corn was of this year's crop. After being dried and tested in the government laboratory it showed but 10 per cent of moisture. The usual quantity of moisture in new corn is from 16 to 18 per cent. "That the drier can reduce the moisture to this extent, even when corn is first received, shows its value to the grain trade. Many merchants here who have handled grain for years, without the advantage of this needed adjunct, say that its use has been highly beneficial and it is surprising they have gotten along as well as they have without it in the past," says the Journal of Commerce.

"In discussing the present shipment, Mr. Boyd said he did not want it to be understood that this shipment was the first corn which has been dried, but it is the first consignment of any quantity sold as dried corn. A sample of what the Hess Drier would do was submitted to the Glasgow correspondents of the firm. These were so well pleased that the order for the shipment was immediately placed. As has been previously pointed out, the corn crop this year is an unusually wet one. This has retarded the shipment to the seaboard, both from the nearby as well as from the Western corn-producing sections. It is now coming forward more freely and the merchants can handle it with greater promptness, as both the Locust Point and the Canton elevators are supplied with the Hess driers."

It is said that not over one-half the elevators of Iowa are now buying corn, owing to the fact that the houses are full and there are no cars to be had for shipping.

AMERICAN MALTING COMPANY.

Buffalo's situation at the foot of the chain of great lakes gives the city an unsurpassed advantage as a manufacturing and distributing center, especially of the cereal crops that must eventually find their consumptive markets in the Eastern

basement wall just above what appear to be doors to each tank. These are, in fact, windows which admit an abundance of air and light, so that the sunlight shown in the picture of this gallery is the "real thing." Being 14 feet high it is also well ventilated. In the lower gallery, usually and properly termed the "tunnel," are five conveyors of the same

the cleaner floor, carrying eight of the largest size Invincible Steel Cleaners, four being used on barley and four for malt. The cleaned grain descends by gravity to the bins below.

Above the cleaner floor is another bin floor like the one below it, with space for 50,000 bushels of uncleaned barley and malt, the bins spouting directly into the cleaners. Above this bin floor is the lofting and distributing machinery, the garner, two 1,000-bushel Fairbanks Scales, etc.

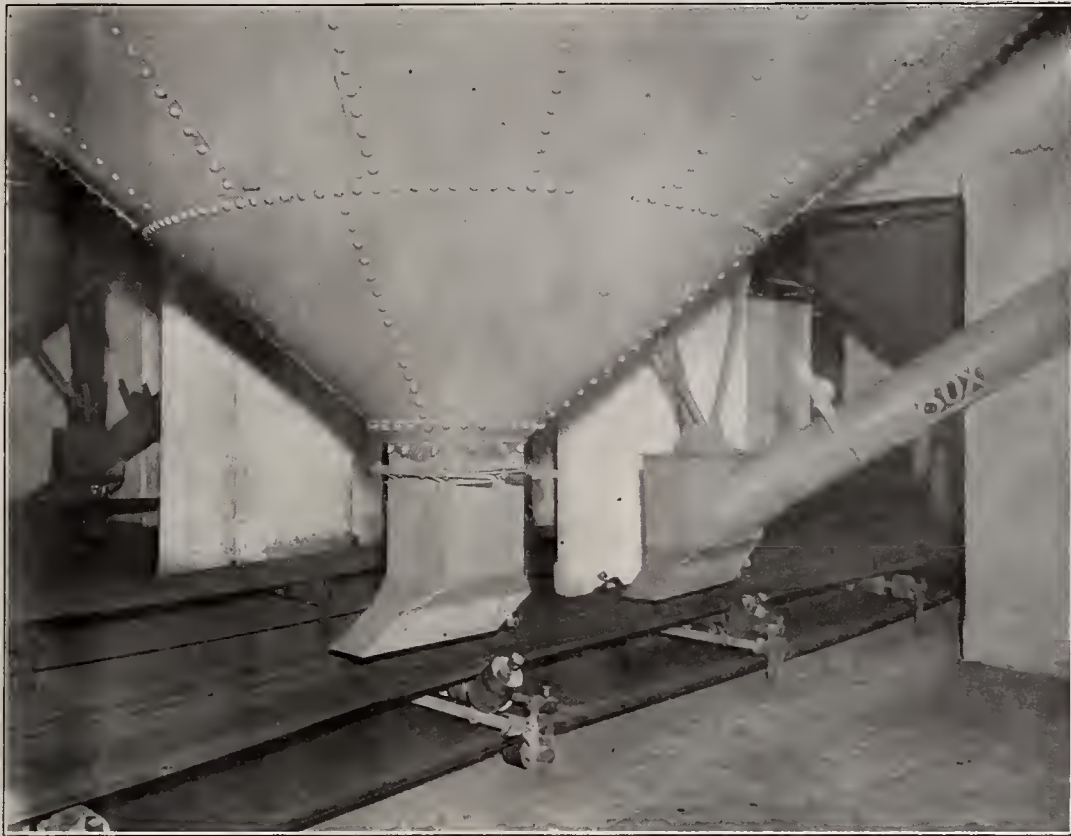
There are two lofter legs for barley and two for malt. These feed the cleaners or take grain from them when shipping. They each handle about 9,000 bushels per hour. Then there is the marine leg for handling grain and malt into and in the house, with a capacity of 18,000 bushels per hour, so arranged that it will take grain from any bin in the house, or from vessel at the dock or from cars, and distribute to any bin in the house.

The motive power is a series of electric motors taking current from Niagara power plants. There is one motor for each lofter leg and one 125-horsepower motor for operating the other machinery. Dust is collected and sacked by the Cyclone Blow-pipe Co.'s system.

It goes without saying that the house is absolutely fireproof, as it contains not an ounce of burnable materials except the grain itself; and not a cent of insurance is carried by the brewing company.

For the first time in the history of Boston four big steamers from Calcutta were recently in port at once. The present rush of cargoes from India is due to the immense quantities of jute shipped to America for manufacturing purposes.

It may be of interest to the trade at large to note the arrest and conviction at Buffalo by a member of the local police department of a trespasser for breaking into and stealing grain from a car located in one of the railroad suburban yards. This officer was the recipient of \$25 reward from the Corn Exchange of Buffalo; and the standing reward of \$25 for such service is a testimonial of the alertness of the Buffalo grain merchants in protecting the grain consigned to that market. A systematic campaign, such as is being waged by the



BASEMENT OF AMERICAN MALTING CO.'S ELEVATOR, SHOWING BOTTOM OF TANKS.

States. This is particularly true of such a grain as barley, which, grown in Wisconsin and Minnesota and in the states immediately accessible to the Western lake ports, is consumed in vast quantities by the brewers east of Chicago. Recognizing this fact, the new management of the reorganized American Malting Co., who seem to be making a business now of manufacturing and merchandising malt rather than their proportion of the super-liquefied shares of the company's stock, have recently entirely rebuilt their malt house premises at Buffalo on a scale commensurate with the volume of business naturally to be expected at that point.

Accordingly, the plant shown in the picture was built during the present season, every portion of which is new. The malt house, having a capacity of 3,500,000 bushels per annum, was designed by the Saladin Pneumatic Malting Construction Co. of Chicago, the Saladin-Prinz System of pneumatic malting being used. The elevator, with which we are more concerned at this moment, was designed by James Stewart & Co., who erected both the malt house and the elevator.

The elevator is designed to handle and store both barley and malt. It is located to take barley from both vessels and cars and is able to load canal boats also, the house being designed for general storage and for the distribution of malt to the Eastern markets. The storage capacity is 2,250,000 bushels.

The plan consists of a working house and 48 concrete tanks arranged in four rows of 12 tanks each, and 33 interspaces, covering, all told, 100x45 feet of space. The tanks are 25 feet in diameter and 100 feet deep. These tanks rest on concrete piers which go down to the bedrock. The tank bottoms have steel conical hoppers, as shown in the illustration; but the interspaces are concrete throughout and hopped in their construction.

In the upper conveyor gallery there are three conveyors for carrying grain to all the bins. There are 36-inch belts with a carrying capacity each of 20,000 bushels per hour.

One novel feature of the subway or lower conveyor gallery, under the tank, is its construction above ground, the bottom of the tanks being seen in the picture (p. 356) at the projection of the

capacity of those in the upper gallery, four being used to handle grain from the bins and the fifth to serve the marine tower, the capacity of this belt being 18,000 bushels per hour. It is also used for loading canal boats. Cars are handled in train sheds covering four tracks, two being located on each side of the elevator, which is by so much detached from the malt house itself.

The working house is of steel construction, 175



BASEMENT OF AMERICAN MALTING CO.'S ELEVATOR, SHOWING HEAD PULLEYS OF CONVEYORS.

feet high, enclosed with brick to above the second row of windows shown in the picture, but really only to the height of the first story, or working floor; above that to the top the protection is hollow tile. This first story is the sacking floor, and immediately above it is a bin floor with square steel bins for carrying cleaned grain and malt, the total capacity of these bins being 50,000 bushels. Above, as may be seen by the row of windows, is

members of the Corn Exchange, against petty offenses of this character should be rewarded with success, and should also be sufficient evidence that grain consigned to Buffalo is receiving the fullest measure of protection. There is no question that Buffalo grain merchants are taking every precaution to protect the reputation of their market and to establish to the satisfaction of the grain public that their interests are being carefully guarded.

CONGRESSIONAL SEED DISTRIBUTION.

Reports from Washington say that, under the initiative of Dr. B. T. Galloway of the Division of

to undertake experiments in co-operation with the Agricultural Department, which will send out the seeds, cuttings, bulletins, etc., under the frank of the members. As fast as new information is obtained it will be sent to the same men in the same



BIN FLOOR OVER WORKING FLOOR IN AMERICAN MALTING CO.'S ELEVATOR.

Plant Industry, an effort will be made to return to the original purpose of the free seed distribution. This peculiar bit of congressional nonsense was begun half a century ago, when there were no experiment stations and few agricultural experts in this country, in the hope that certain untried seeds would be tested by farmers who would report their experiences. Needless to say, few did report as anticipated by the father of the act, and few of the reports actually made were worth publication.

Now, after many years of distribution of practically worthless stock to people who rarely believed the seeds worth planting, which was the fact, it is said Dr. Galloway proposes a plant that involves the introduction and distribution of new varieties of seeds and plants, together with the publication of information bearing on their cultivation, the seeds, plants and bulletins to be distributed on the order of members of Congress and to farmers whom they will name. All the details of the plan have been carefully worked out and submitted to members of the agricultural committee.

In outlining this plan Dr. Galloway has mapped the country to cover eighteen subdivisions of the scheme, among them the following: "Extension of alfalfa growing into states where it is not now a staple crop," "Extension of cold-resistant alfalfas," "Extension of dry-land alfalfas," "Distribution of new varieties of cotton," "Introduction of matting plants and their culture in the United States," "Improvement of cowpeas," "New tobacco varieties," "Introduction and testing of alkali-resisting crops," "Grains for high altitudes," "Adaptation of winter oats," "Sugar beet seed growing," "Improvement of corn," "Bulb growing in the United States," "Cultivation of drug plants," "Dry land arboricultural work," "Introduction of hardy apples" and "Introduction and breeding of citrous fruits."

In operation, the members of Congress will select certain farmers whom they believe to be willing

manner. The farmers selected will be requested to furnish to the Department the results of their experiments, and in this way it is anticipated that



VIEW ON CLEANING FLOOR IN AMERICAN MALTING CO.'S ELEVATOR.

the farms may be converted into experiment stations.

The seed warehouse of Seaward & Schlatter at Bellevue, Iowa, is being remodeled.

MOISTURE TESTS.

John D. Shanahan, grain standardization expert of the United States Department of Agriculture, gave a demonstration of the Department's manner of arriving at percentage of moisture in corn on the floor of the Toledo Produce Exchange on December 26. The various tests as made showed moistures as follows:

Grade—	Per cent of moisture.
No. 2 Yellow Corn, old.....	11.9
No. 3 Yellow Corn, new.....	19-17.9
No. 4 Yellow Corn, new.....	18.8
No Grade Corn, new.....	20.5
Kiln-Dried Corn, new.....	12.2
Sample White Corn.....	13.1
No. 3 White Corn, new.....	16.7

If the rules adopted by the Uniform Grade Congress are made general, the following maximum limits shall govern all inspections and gradings of corn:

	Per cent of moisture.	Per cent dirt and Nov.-Mar.	Per cent broken April-Oct.	Per cent damaged grain.
No. 1	13	12	1	0
No. 2	15	14	3	2
No. 3	17	16	5	3
No. 4	20	20	10	5

King & Co. say: "Dealers all agreed that this was the scientific way to decide the grade."

THE BOOK OF ALFALFA.

The receipt of a new book by F. D. Coburn of Kansas, "The Book of Alfalfa," should have been before this acknowledged. Secretary Coburn some years ago published an authoritative pamphlet on the same subject, and he has had the satisfaction of feeling that even that imperfect tribute to this most valuable, not to say extraordinary, plant did its part to awaken that intense interest which alfalfa has awakened among farmers in all parts of our country. This interest has awakened a demand for further knowledge; and the present volume is an exhaustive work, of a kind and quality to be justly regarded as the final authority on alfalfa. Its thoroughness is characteristic of its famous author; and it would be difficult to form any question with reference to alfalfa, its history, its culture and its uses, that is not here

answered. It can be recommended to the interested reader unreservedly. It is published by the Orange Judd Company of New York, Chicago, etc., or will be sent from this office on receipt of the price, \$2.00.

CONFIDENCE AND GOVERNMENT INSPECTION.

Confidence must be restored. The grain trade cannot prosper until it is. Chicago dealer writes C. A. King & Co. as follows:

"We note your recent remarks in regard to export grades of grain and the complaints which have been made in Germany in regard to some of the recent arrivals. In this connection the writer would say that one of the most vital reforms which can be brought about in connection with the grain trade is to have established a system of United States government inspections of grain at export ports. There should be a United States inspector at every one of the Atlantic and Gulf ports, whose certificate will be based on the actual quality of the grain as it is loaded on board vessels. A system of this kind would absolutely prevent a large amount of dishonest mixing of grades after the grain has been received at the seaboard."

INTERNATIONAL INSTITUTE OF AGRICULTURE.

Within a year at the latest the building of the International Institute of Agriculture will be completed and the scheme of David Lubin of California, its originator, will begin to bear fruit, says the Rome correspondent of the Chicago Daily News. The object of the Institute is to secure complete international crop and live-stock statistics and promptly to disseminate them simultaneously to all the market centers and people interested. The statistical work of the Institute at Rome will be confined largely to competent calculations of results supplied by the respective countries, to their proper announcement, to studying and devising methods of improving the work of gathering statistics and making estimates, and to the use of the information by the markets to which it is supplied. Apropos the value of statistics of the nature, Henry G. Hester, secretary of the New Orleans Cotton Exchange, has written Mr. Lubin as follows:

"All statistics relating to the progress and condition of growing crops of cotton, grain or other agricultural products are subject to errors: (a) In judgment of individuals reporting, either from inclination or interest; (b) in judgment or lack of ability on part of compiler; first, in acceptance of unreliable reports, and, second, through lack of proper scientific averages on the basis of proper proportions; (c) improper or lax investigations, through questions which may be open to improper construction. In relation to both agricultural and mechanical products there is always the uncertainty as to fair or correct replies due to a natural bias in favor of high or low prices. If an international organization succeeded in securing (1) uniformity of time to be covered by reports; (2) uniformity of information conveyed by such reports; (3) the convincing of all parties interested in the value of the publication of correct data the world over, it would not only save millions of dollars' loss by reason of unnecessary fluctuations, but add many millions to the values of raw and manufactured articles by establishing a basis of confidence which would perforce decrease many risks incident to present systems."

The right of a state to compel railroads to make equal rates to all shippers on state traffic was upheld in a decision of the United States Supreme Court, sustaining the finding of the Mississippi Supreme Court in favor of the Railroad Commission of that state. The Commission had fixed a rate of 8½ cents per mile per 100 pounds on car lots of grain from Vicksburg to Meridian, because the Mississippi Valley Railroad gave that rate to patrons who also gave their business to an allied line, while the rate to other patrons was 10 cents. Justice Brewer, who rendered the decision, said: "While a state may not compel a railroad company to do

business at a loss, and while a railroad company may insist upon the right to establish such rates as will afford reasonable compensation, yet when it voluntarily establishes local rates for some shippers it cannot resist the power of the state to enforce the same rates for all."

GEORGE S. SCHAEFFER.

The city of Dayton, Ohio, lacks quantity perhaps in the number of its grain brokers, but, in keeping with the law of compensation, it makes up for this in quality. Its one progressive grain broker is George S. Schaeffer, a most unassuming dealer, but most reliable and substantial, with scores of friends at home and abroad and with very many enviable business connections.

Mr. Schaeffer was born in Dayton on November 3, 1869. After an education in the public schools, completed with a course in business college, he started in the grain business in 1886 with his brother, H. F. Schaeffer. He worked with his brother until the latter's retirement from busi-



GEORGE S. SCHAEFFER, CHICAGO.

ness, when he entered into partnership with H. O. Boroff, under the firm name of Schaeffer & Boroff. Mr. Boroff died in 1905, and since then Mr. Schaeffer has carried on the business under his own name.

Mr. Schaeffer buys in Ohio and Indiana principally, and ships to the Eastern markets. He handles a good deal of wheat for the milling trade during the year and also corn for the East.

In his recreations he is an enthusiastic canoeist and is a member of the Stillwater Canoe Club of Dayton, located on Miami River. A part of the summer season he always spends in short trips camping on the river. He is a thirty-second degree Mason in the Mystic Lodge of Dayton and Cincinnati Consistory, and is also past chancellor of the Riverdale Knights of Pythias of Dayton. He is a member of the Ohio and Grain Dealers' National associations and is interested in the success of association work.

A grain inspector's office has been established in the office of the Vandalia freight house at Terre Haute, Ind., by H. H. Burnstein, chief grain inspector of the Chicago Weighing Association.

Stranger—"Sir, do you remember giving a poor, friendless tramp 50 cents one cold night last winter?" Jones—"I do!" "Sir, I am that tramp; that 50 cents was the turning point in my career; with it I got a shave, a shine, a meal and a job. I saved my money, went to Alaska, made \$1,000,000, and last week I came back to share my million with you. But unfortunately I struck Wall Street before I struck you—and—have you another 50 cents that you could conveniently spare, sir?"—Life.

BUYING FREIGHT CARS.

The Commerce Commission (Messrs. Lane and Harlan) examined a few witnesses on the matter of car shortage at Chicago on December 20. They found, what everyone knows, that cars are hard to get, but the railroad men present said there was not so much congestion or delay as the public has been led to suppose. W. M. Stickney of Lowell, Hoit & Co., of the Board of Trade, said it is a general practice of grain shippers in Illinois and Indiana to pay money to railway employees in order to get cars for loading. The usual price is \$1 to \$2 per empty. The friction is also relieved by presents in other forms to station and train employees.

One interesting feature of the testimony was that of E. W. McKenna, vice-president in charge of the Chicago, Milwaukee & St. Paul Railroad and formerly general superintendent of the Great Northern Railroad. He vigorously criticized the Hill policy of moving only trains made up to the maximum capacity of locomotives. Such a policy, he contended, did not result in satisfactory service to the shipper, caused great delay to traffic and consequent shortage of cars, and could not be practiced by a railroad in "competitive territory." An average haul of thirty miles a day and a delay of freight trains for twelve hours at division terminals is the rule on the Great Northern and Northern Pacific roads, but it would not be tolerated on the St. Paul system, he said. Trains of cars loaded with grain should average 100 miles every twelve hours on that road. He advocated more stringent rules regarding detention of cars by shippers and higher charges between the railroads for the rental of cars, with additional penalties for unreasonably delaying or diverting cars away from the owning lines. "To hold locomotives for maximum trainloads would reduce the efficiency of the locomotives 30 per cent, and to hold a loaded car is as bad as waiting for a shipper to load it," was Mr. McKenna's parting shot at the Hill policy.

Then one M. C. Anderson showed a photograph of a pile of 1,100 tons of cabbage held at a Wisconsin point waiting for Mr. McKenna's rapid service system to supply him with cars to move it before frost got its work in. He said he had had one car at that point in twenty-five days.

The present method of distributing traffic, the methods of making rate centers and of hauling trains with a view to the tonnage sheet, which showed to Wall Street that the road was getting the last ounce of weight out of the hauling power of the locomotives, were scored as "obsolete and senseless" by E. A. Boyd, traffic manager of the Chicago Board of Trade. He advocated the making of "zones of traffic area," based on certain natural "gateways," or cities so situated that they were terminal points of great railway systems or ports. He said that freight should be moved as passenger trains are, on schedule and not by weight.

Apropos the movement of grain it was shown that grain cars delivered to the elevators at Chicago could always be unloaded on the day of arrival.

Some of the remedies suggested by the representatives of the carriers for the present conditions were as follows: The establishment of a car "clearing house," so that the roads will use their equipment interchangeably, a car being on a home line wherever found empty and available for use; rules that roads which now "pirate" equipment will be compelled to furnish adequate equipment; increase of charge per diem for the handling of "foreign" equipment between lines; uniform system of rules governing the amount of "free time" which shall be accorded shippers; reciprocal demurrage between the shippers and the railroads in cases in which the shipment does not leave the originating carrier; enlargement of terminal facilities by both shipper and road.

Shippers and shipping interests made these suggestions: General reciprocal demurrage; a penalty which shall affect the shipper and the road alike in case of delay in furnishing cars; reduction of free time to seventy-two hours for coal and twenty-four hours for grain.

HIS LAST DEMURRAGE.

"Who are you?" the devil asked, as a man rapped at the gate.
 "Oh, I'm a railroad man," he said. "Please open, I cannot wait."

"Why do you long to be within this place of groans and tears?"
 The man's frame shook with anguish, and his ashen face showed fear.

He said, "On earth I had no peace, my life was full of jars;
 I lied to all the grain men because they wanted cars."

The devil said: "Go away, poor man, this is no place for you,
 The hold is full of grain men, waiting to put you through."

"They've got a cast-iron freight car, well heated through and through;
 They've held it now so very long, the demurrage is up to you."

—Erie R. R. Employes' Magazine.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

UNIFORM GRADE RULES IN BOSTON.

Editor American Elevator and Grain Trade:—
 I have been for a number of years an advocate of uniform grades for grain, and the work of the recent Congress in Chicago has my hearty endorsement, as well as the new rules proposed.

The New England Grain Dealers' Association has its annual meeting on January 25, and at the dinner in the evening at the Exchange Club, President Henry L. Goemann, of the Grain Dealers' National Association, will address us on general association work, and Secretary John F. Courcier on the uniform grain grade rules and reciprocal demurrage. Other prominent men will also address us.

We also hope to have, some time during the day, a demonstration of the percentage of moisture test for corn, which is recommended by the Agricultural Department.

I have been pleased to note that Toledo and Norfolk have adopted the rules, and I trust that the other exchanges of the country will soon follow suit. As yet, our Exchange has taken no action in the matter, as it has not yet been officially brought to their attention.

Yours truly, GEO. F. REED.
 Boston, Mass.

UNIFORM RULES IN PEORIA.

Editor American Elevator and Grain Trade:—
 Since the establishment of uniform grades on grain by the Congress recently held at Chicago, the Peoria Board of Trade has taken no official action. I think the sentiment among the members is to the effect that it will be a good thing when generally adopted. There are those who believe that some changes or additions will be necessary in connection with some of the grades proposed, but this is a matter which, as I understand it, may be adjusted at some future time.

The present grading on grain in the Peoria market corresponds substantially with the grading at Chicago and St. Louis. These markets coming into direct competition with Peoria, both in selling and buying, and being the larger markets, makes it necessary for Peoria to hold to her present inspection rules until at least Chicago decides to adopt something else. Personally, I am in hope that the Chicago Board of Trade may decide to adopt uniform grades in the not far distant future. Such action on their part would no doubt

be the beginning of general adoption by every grain exchange East and West, North and South.

Yours truly, C. C. MILES.
 Peoria, Ill.

PERSONALLY SATISFACTORY.

Editor American Elevator and Grain Trade:—
 I note yours of the 3d, asking my personal views and also the views of the members of this Exchange and the trade at large regarding the grades adopted by the Uniform Grade Congress at their recent meeting in this city. In reply will say that personally I think they did excellent work and that the grades as drafted are as near perfection as it is possible to make them at the present time.

These rules of inspection have already been adopted, to my knowledge, by the Toledo and Norfolk exchanges, and I most sincerely hope that they will be adopted by all the exchanges of the country in the near future.

These grades are on a mechanical and mathematical basis, and in case of doubt, or of disputed grades, they can be determined to a fractional part of 1 per cent, by tests made with Government appliances, as shown at the Congress.

Yours truly, ARTHUR R. SAWERS.
 Chicago.

NEW ELEVATOR AT SHREVEPORT.

Editor American Elevator and Grain Trade:—
 We hand you herewith a check for \$1, subscription to the "American Elevator and Grain Trade." We always try to keep up with the times in the grain line. We have just completed our new elevator and chop mill, and think we have one of the best plants in the South. We have incorporated under the style of Hamiter-Busbey Mill & Elevator Co., authorized capital \$250,000, fully paid in \$100,000. We have a 50,000-bushel elevator, consisting of four steel tanks built on solid concrete foundation, and are constructing a meal mill of 500 barrels' daily capacity, together with an oat clipper. This we are having put up by F. W. Palis, material furnished by Nordyke & Marmon Co. of Indianapolis. We are at all times in market for No. 2 and No. 3 white oats and No. 2 corn and all classes of hay.

Wishing success to the "American Elevator and Grain Trade," we are

Yours truly, HAMITER & BUSBEY.
 Shreveport, La. Per E. M. Hamiter.

SOME VIEWS ON RAILROAD MATTERS.

Editor American Elevator and Grain Trade:—
 I beg to hand you herewith a circular letter signed by T. Peyton Giles. There is much in the document that will interest the students of the transportation problem and the demurrage proposition incident thereto.

Yours respectfully, J. W. McCORD,
 Columbus, O. Secretary.

Slow (almost no) movement of interstate freight after loading, and failure by railroads to furnish cars for loading, is the most seriously damaging problem before the whole of this entire country to-day. The object of this brochure* is simply and entirely to show the absolute necessity to all business life that cars be promptly placed for loading and kept moving at a reasonable rate of speed to destination after loading. Also to effect an organization to accomplish this in a lawful, conservative, but permanent, practical and effective way, as promptly as the extreme urgency and importance of the subject requires. This can only be done after a full and fair hearing before the Interstate Commerce Commission of both the people and the railroads.

If the Interstate Commerce Commission has not sufficient power to pass such a rule as will cover the case, we, the business people, must see that our Congress gives the additional powers, and I am now taking steps to ascertain this definitely. What we need and must have is a ruling on all interstate business, requiring shipper and consignee to pay to railroads without delay or recourse a fixed amount per day for delay to cars beyond free time, and railroads to pay in same way a like

*A brief pamphlet entitled, "An Injustice: Its Cause and Results," which may be obtained of Mr. McCord or the author, Richmond, Va.

amount to shipper for not placing cars for loading when ordered.

Upon delivery to railroads of package freight or loaded cars by shipper, it shall be the duty of the railroads to furnish a bill of lading, with the distance in miles from starting point to point of destination and with proper data inserted, or they may use a stamp showing this information on a bill of lading, if furnished by shipper. The consignee or holder of this bill of lading to have the right to deduct from the freight bill in consideration of delay in transit such a percentage of the amount charged as freight as shall be due him for each day the commodities called for by bill of lading have been delayed beyond a rate of movement per day, to be decided on as an equitable one by the Interstate Commerce Commission.

In the nature of the case, with its multiple, ever-recurring details, redress through any kind of court process is too slow, cumbersome and expensive. We must have an automatic, self-executing rule, which ends each transaction by instant payment to or by the railroads, as the rule calls for. This is the only real and practical solution, and its adoption can in no way retard or interfere with efforts by associations who contemplate other plans of action.

Hoping you will write me your views on the subject, I remain,
 Yours very respectfully,
 Richmond, Va. T. PEYTON GILES.

THE CAUSE OF THE CAR SHORTAGE.

Editor American Elevator and Grain Trade:—
 We have read so many articles recently in many of the important newspapers of the country, claiming that the cause of the great car famine is due to shippers holding the cars and using them for storage warehouses, that we have become completely disgusted. We have been waiting and hoping that someone who could write a better letter for the newspapers than we ourselves would, through the public press, refute such statements; but as no one does, we will simply give a record of a few cars which are examples of scores and even hundreds of which we could furnish, and other shippers we know could furnish similar records.

A car loaded within ten miles of the west line of Kansas was 27 days reaching Kansas City. A car 180 miles out in Kansas at this writing was billed 12 days ago, and a letter just received from the shipper states the car is still at his station and asks us what method he can use to force the railroad company to move it.

A car billed out of this city stood seven days without moving a foot. Another billed out of this city went into the railroad yards, and after staying there two weeks we threatened to leave the goods on the hands of the railroad company if it was not moved immediately; and 10 days after it was delivered at destination, less than 60 miles away.

We have numerous records which show that the railroad company required four days to two weeks to move cars from one part of the city to another.

We have had shippers write us that they would not give us any more consignments as we were so slow in sending returns, when the records show that these cars have not yet reached the city, possibly 10 days or two weeks, or possibly three or four weeks, after they were shipped.

Thus, we lose business through incompetent railroad service. We have been trying for 12 or 15 weeks to secure 10 empty cars at a certain station 150 miles west of Kansas City, and as yet have not been able to secure a single empty—incompetent agent or rotten service somewhere. A letter to headquarters at St. Louis results in nothing but promises.

The methods practiced by the railroads of holding cars out and permitting them to accumulate on sidings, or in the outer yards, and then bringing them in in trainloads sometimes forces the receivers to hold cars against their will, because the receivers are unable to care for the accumulations of a week's shipments during the free time allowed. Then, too, the shipper and purchaser both suffer on account of glutted market and the decline in prices due to the practice of the railroads in bunching these cars, and we are obliged to pay car service

also on account of this undesirable system of handling cars which are forced upon them.

Who is to blame for all this—the shipper or the railroad company? Why is it necessary for these great railroad men to publish such statements? Is it done for effect, or to bias the judgment of the Interstate Commerce Commission? Mr. Stickney, or someone else, will “have to show us” if the scarcity of the cars is the fault of the shippers.

WOOLSEY-STAHLL HAY CO.,

Kansas City, Kan. Per John T. Woolsey.

HERMITAGE ELEVATOR AND WAREHOUSE.

Editor American Elevator and Grain Trade:—

After so long a time and many delays we are now pleased to announce that the Hermitage Elevator is ready to receive grain for storage or handling in all its departments.

It is, we trust, with a pardonable degree of pride that we now offer to the grain trade a plant unique in its conception for the purpose of more freely transporting the surplus grain of the West to the Southwest, establishing, in fact, a grain clearing house for the use of all who would avail themselves of the unequaled facilities offered on a just and equitable basis, to all alike.

The plant in its efficiency for promptly and properly handling grain in large volume is without an equal in America to-day, and while many are larger there are none better for quick and effective service. While every care has been taken to make the plant a model of its class, no pains have been spared in securing the “men behind the guns,” who have been selected because of their known ability, integrity and experience as strictly public warehousemen.

Yours truly,

HERMITAGE ELEVATOR & WAREHOUSE,

Nashville, Tenn. Per Chas. Rouzer, Manager.

MEETING OF OMAHA GRAIN EXCHANGE.

Editor American Elevator and Grain Trade:—

In conformity with the desire of the board of directors of the Exchange to maintain a system of weighing at Omaha that will be as nearly perfect as may be devised, a system of tallying all weights was put into effect on December 1. This tallying is done by men exclusively in the employ of the Exchange and responsible solely to me.

The initial expense of inaugurating this system will be heavy and, in order to meet it in part, the directors have decided to advance the fee for weighing at Omaha from 25 cents to 35 cents per car. It is confidently expected that this change will meet with the approval of all interested parties, inasmuch as it insures absolutely correct weighing. I feel confident in asserting that the new system will raise the standard at Omaha (which was already exceedingly high) to a plane with the best systems in the largest markets. Should any question arise at any time about weights covered by Omaha certificates it will afford me great pleasure to investigate the same thoroughly.

Respectfully,

GEO. B. POWELL,

Omaha, Neb.

Chief Weighmaster.

IN THE LEGISLATURES.

The Missouri Railroad and Warehouse Commission will send to the Assembly a bill for a law to provide for the weighing of all grain by the state officers where there are grain inspectors. Under the present law the state service is limited to elevators of a capacity of 50,000 bushels or more. Chairman Knott would have the law include all elevators, so that the millers of the state would have the service. The law would include St. Louis, Kansas City and St. Joseph, as these cities are the only places where grain inspection is now being carried on.

It is announced that Chief Inspector W. Scott Cowen of Illinois is preparing a bill to amend the inspection laws to provide for the uniform inspection of grain in this state. In other words,

Mr. Cowen wants to have the department get control of the inspection at Peoria now under the control of the Peoria Board of Trade.

A bill providing for a fine for railroads which refuse to furnish cars to shippers was introduced yesterday in the legislature at Lincoln, Neb.

Another grain inspection and grading bill has been introduced in the House of Representatives by Congressman Watson of Indiana. It provides for creating in the Department of Agriculture a bureau under an expert who has had at least three years' experience in buying and handling grain. This chief inspector will have assistants, and must report upon the interstate grain trade and the grading, weighing and inspection of grain in foreign countries. Inspectors are to be stationed at each grain center, who will be under bond and be subject to damages to parties injured by neglect of duty. The inspection is to be maintained from fees collected from the owners of grain.

The Iowa Department of Agriculture will report to the legislature a bill to expand the pure food law to cover stock feeds and seeds.

THE WINNIPEG GRAIN CASE.

The action brought by the Manitoba Grain Growers' Association against J. C. Gage and others, members of the Winnipeg Grain Exchange, who are charged with “combination in restraint of trade in relation to grain,” has been before the police magistrate. On December 17 a bill of particulars was filed, in which it is charged the defendants had offended:

By, from time to time, fixing the street prices; by fixing daily track or cash prices, and the maximum; by prohibiting dealers bidding for track cash grain from opening to closing of market each day; by endeavoring to induce and by inducing transportation companies to withhold the means of transportation at certain times in the year; by elevator companies and members pooling receipts; by endeavoring to drive out or ruin an independent elevator company; by boycotting dealers who are not members of the Winnipeg Grain Exchange; by endeavoring to create a monopoly; by endeavoring to drive small cash or track buyers out of business; by endeavoring to drive out of business all rival dealers; by enforcing the rules of the Winnipeg Grain Exchange and Northwest Grain Dealers' Association, which is in restraint of trade; by endeavoring and securing knowledge of business of rivals from telegraph companies, railways and terminal elevators; by endeavoring and obstructing the forwarding of grain of rivals on railways and vessels.

Among the witnesses heard was F. O. Fowler, secretary of the Northwestern Grain Dealers' Association, who said he had nothing to do with the making of prices, but had sent out track prices for wheat up to December 15 last (since this prosecution began), when the practice was discontinued. This price he obtained from dealers on the Exchange who were members of his Association. He had got the price from Mr. Gage. He had an idea that there was a committee to fix the price last year, but there was no committee this year. The difference between track wheat and street wheat was that track wheat was bought by the carload and street wheat was bought by the wagonload and put in the elevator. He sent out the price of street wheat only when a variation in the market required it—a variation of a cent or more. The difference between street and track prices varied greatly—from two or three cents to nine or ten cents. The price was wired at 1:15 p. m. every day except Saturday, when it was wired at noon. There was no track price between 9 o'clock and 1:30, so far as the buyer was concerned, but the seller could consign to a commission man in Winnipeg, or sell to an elevator man. There were no instructions from the Association about the violating of track prices. There was no rule of the Association on the subject, except that dealers must have a cent a bushel after selling the grain. Witness would not admit that scarcity of cars must necessarily reduce the street prices. It de-

pended on the way the buyers guessed. The export value of wheat this fall had not been lowered by the scarcity of cars. So far as the local market was concerned, scarcity of cars might reduce street prices.

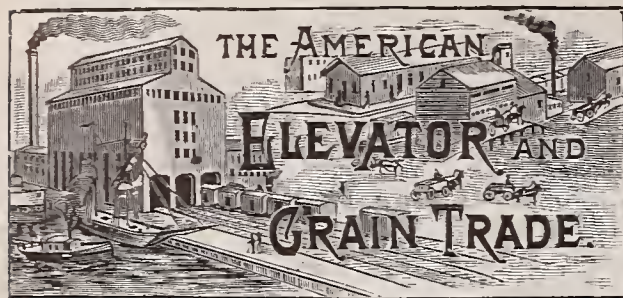
Secy. C. N. Bell of the Winnipeg Exchange testified as to the general functions of the Exchange, which are similar to those of other grain exchanges. Referring to the by-law fixing the compensation to members—that is, the rate of commission—he denied the by-law affected the price paid for grain by the members. The members agreed among themselves, he said, not to establish a market price during the hours between the closing and the opening of the market next day. Prices for grain are fixed by the competition of buyers on 'Change and members are not allowed to offer a higher price after the market closed. A farmer might wire in and get a better price than was fixed, but the dealer would not send out that price and offer it on track. The member instructs his man in the country on the price at the close of the market, and it is accepted as the price until the following morning. The Exchange wires to a few of the members what are the closing prices. They send to about fourteen or fifteen members who want the price at any hour of the day, or any other information, such as the grain in store or the visible supply. The by-law provides that no bids shall be sent to country points after close of 'change. A member will sell a carload at the best price he can get on the market, but there is no buying on track. The Exchange has nothing whatever to do with deals on the street. If a man were to wire offering a wagonload of wheat, the member would not buy it, because that is not how business is done.

Witness explained how business is transacted on the floor of the Exchange. At 1:15 a gong is rung and bidding is called for various grades of wheat for different months for delivery. A few moments are given for bids and the last bid is the closing price. Asked if it would be a breach of the rules if a member were to bid a cent above this closing price, he said the bidder would have to show that he took a clear cent out of the market price of that day—that is covered by the commission rule. The prosecution's counsel sought to force the witness to say that therefore the commission rule practically fixed the price, but witness would not admit this. The price was established in the open market. The Exchange accepted that price and did not fix it. If any member was in need of grain he could buy in the market on the Exchange. Why should he wait and buy dearer after the Exchange closed?

Apropos the matter the Winnipeg Market Record, organ of the Exchange, says:

“The case of the Winnipeg grain men being tried in the police court on a charge of unlawfully fixing prices of grain, boycotting, interfering with the transportation of grain, and of generally conspiring to restrain trade, is developing some very interesting features. The defense has been able to force the play of its opponents in some ways, notably in regard to the nature of the charges. At the first these were hardly specific enough to give the defense a chance to prepare upon all matters connected with the case. The magistrate ruled that they must be made more clear as regards particulars. This has now been done. Upon the other hand, the representatives of the farmers have succeeded in making the scope of the inquiry so broad that it will practically cover the whole business of trading in grain as it is carried on in Winnipeg. If there is anything that is irregular or contrary to the spirit or letter of the laws of Canada it should come out in this inquiry.”

Higher prices are anticipated by both the jute and bag manufacturers. The returns from the jute fields of India are more disappointing as the end of the crop year approaches.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JANUARY 15, 1907.

Official Paper of the Illinois Grain Dealers' Association.

LOOKS SUSPICIOUS.

Chief Inspector Cowen's desire to make the inspection of grain uniform throughout the state is most commendable; and if the amendments to the inspection law which it is said he will propose to the Illinois legislature should merely go to the matter of uniformity, as, say, to the acceptance of the grades of the Uniform Grade Conference, there might not be objection to it. But it is credited to him by a Chicago paper that uniform grading is delayed by the fact that the chief inspector has only a "contested jurisdiction over the rest of the state;" that is to say, that he has no jurisdiction in the city of Peoria or other markets where inspectors are appointed by the Governor on petition of the markets themselves, acting through the county boards of supervisors. Therefore, to obtain uniformity the chief inspector, Mr. Cowen thinks, must have authority over these other inspectors. Mr. Cowen is disingenuous. His argument is a non-sequitur. If it were sound it might be said that the only way to obtain uniform inspection throughout the United States would be to have one man appoint all the inspectors, which is an absurdity. Mr. Cowen's bill has the appearance of a cloak for a concealed Senegambian. It reads like a device to get hold of the inspection department of Peoria for the political distribution of its places, for that department has hitherto been able to keep itself without the pale of party politics, and so far as appears of record it has been without offense to shippers to the Peoria market. If Mr. Cowen, who has, of course, done some good things at Chicago, had been able to harmonize the inspection at the two markets he does have under

his direction and control, he might consistently ask authority to deprive Peoria of its "home rule" on this delicate matter, but until he does show his ability to unify his own inspections he cannot expect the grain trade to look upon his effort to extend his jurisdiction over Peoria without suspicion.

PREMIUMS ON THE CALL.

It was one of the objections made to the "call to arrive" at Chicago that it prevented bidders from paying premiums when they desired especially to get stuff. Although there are still some big track bidders who try to stuff their trade with this fable and out of sheer stubbornness do not buy on the call, in the light of recent and present experience the most of them have been of necessity talking less on the objection named. The fact is, the premiums on call for delayed shipments have become so handsome that the objector to the call on that score is put to the blush.

For example, on Saturday, the 12th, the February premium on corn was from $\frac{1}{2}$ to $\frac{3}{8}$ c, and that on March from $1\frac{3}{8}$ to $1\frac{1}{2}$ c; and it is quite likely that when this reaches the reader the April premium will make April corn very near to the current future for May.

Now, when it is remembered that under the former system of card bidding, "every man for himself" (?), the premium rarely exceeded $\frac{1}{2}$ c, and was frequently less, or just enough, in fact, to induce a sale by the country dealer, the full benefit to the farmer and country dealer of the open competition of the call should begin to dawn upon such members of the trade as are still disposed to treat the call as something suspicious.

And just consider the advantage the call now offers to country dealers to sell their grain on profitable terms, to be delivered when they are reasonably sure of being able to do so.

UNIFORM GRADES.

It is quite difficult to obtain from most of the grain men expressions of opinion on the merits of uniform grades proposed by the late Uniform Grades Conference held at Chicago or the impression they made on the exchanges. They are more wary than a girl about her love affairs or a politician answering a direct question. However, the fact that Norfolk, Toledo and the state inspection authorities of Minnesota have during the last thirty days adopted the gradings recommended by the Conference and will put them into force and effect on the next new crop, and that in all probability the state department of Kansas will do the same, is ample testimony that the Conference has made a permanent impression on the trade.

The uniform grading system is coming—surely as the annual return of seed time and harvest; and a bill introduced in the House at Washington the other day by Mr. Watson of Indiana reminds the trade that the public is not indifferent to the reform. The situation, in fact, recalls the principle announced by Secretary Root in his now famous Pennsylvania Society address in New York on December 12, to wit, the centralizing tendencies of

the Federal Government are stimulated and accelerated by the inattention of states to their duties to commerce and trade.

IS THERE A GRAIN TRUST?

The news was sent out from Washington on January 5 that the Commerce Commission's report of its investigations under the La Follette resolution is ready for presentation to the Senate. Although we have endeavored to procure a copy, we have as yet been unable to do so and must accept the brief statement of its contents given by the press correspondents, which is to the effect that the Commission finds that there is a grain trust in the West, the basis of which is the various state and interstate organizations of grain dealers, who are assisted in their "nefarious practices" by the favoritism of the railways, some of whose officers are shareholders in grain-buying companies.

In the absence of the report itself, it is manifestly impossible to comment upon its findings. It is not unlikely, however, that the pith of the report may be what has been said. Mr. Marble, as chief inquisitor, had previously planned his campaign to find a trust, and it's a mighty poor lawyer who can't find what he goes after in the way of evidence, direct or inferential, especially where he is unvexed by a cross-examiner.

DEMURRAGE LAWS.

Reciprocal demurrage has come to be accepted as the remedy for the intolerable conditions in transportation at this time. While so many experts among shippers agree, it seems questionable, nevertheless, whether the charge of one dollar per day per car, assumed as the proper charge, will accomplish the purpose.

For example, not a few cars are tied up by a certain class of shippers who consider it clever to beat the carriers and who, to make sure they will have plenty of cars for their own use, order them far in advance of actual needs and hold them on a siding against the time when they are needed. Suppose they do pay the dollar a day; that price is cheap, and they would rather pay it and have the car than let someone else use it in the meantime. Now, a dollar per day per car will never stop that practice, which is a very common one. If demurrage is to be effective it must be made expensive enough to count.

Besides, the object of the game is not the demurrage, but to get commodities transported to their destinations. When that is done, the car service problem solves itself. Now, the law makes it obligatory on the railroads "not only to transport property at reasonable rates but also with reasonable dispatch. That they do not always comply with this latter regulation is admitted; and possibly," as a railway journal suggests, "it might be well to bring a few cases in the courts, in order to remind them of their responsibility in this regard."

This is really the meat of the problem. If it is too expensive for individuals to do this, let the many trade associations each take up a few typical cases and force them to a conclusion. Damages of that sort are more likely to startle the sensitive nerves under the pachy-

dermatous railway hide than the insignificant dollar-a-day demurrage.

AN IOWA IDEA.

The Iowa Railroad Commission has made a number of recommendations for the reformation of transportation in that state by statute, among which is one that "all elevators for the handling of grain be of more reasonable capacity, sufficient to care for the products of the surrounding communities." This recommendation was not unexpected. It seems to be the conception of the Commission that the grain buyers should furnish at the stations the storage room for grain, which Iowa farmers do not provide for themselves. A merchant is obliged to store his stock in his own building or hire space in a warehouse; the manufacturer has to do the same. Neither expects the public or the public carriers to house his property. Grain is the farmer's stock in trade. Yet it is notorious that the farmers of Iowa, as in many other Western and Northwestern states, have inadequate granaries. Yet, as George A. Wells in a public interview truly says,

"There is no reason why the farmers shouldn't build bins sufficient to hold their grain and ship it in when the market is highest. They can pick that time as well as anyone else. Corn left in the fields will not grade and the farmer suffers the loss. Even if additional elevators were provided the farmers would be compelled to pay high storage charges, which would eat up their profits. But by building bins and watching the market they would not only benefit themselves, but would also relieve the car shortage, which comes only because everyone wants to get their corn to market at once."

This is apart from any notion that if the grain buyers are compelled by law to double or more largely increase their storage capacity, such enlargement would solve the car-shortage problem, than which per se a more fatuous proposition rarely has entered official heads.

UNIFORM BILL OF LADING.

After more than two years of wrangling the Uniform Bill of Lading Committee has tentatively agreed upon a uniform bill. This bill has not yet been promulgated—even its phraseology is not generally known; but it seems to be so sufficiently understood by some bankers that many of them have given notice to their patrons and correspondents that they "will not be responsible for quantity, quality, condition or delivery of goods covered by this bill of lading or otherwise." This notice is given to meet conditions in states where the courts have decided that banks presenting drafts to consignees for payment are liable to the latter for quality and quantity, although acting merely as collecting agents.

It is also understood that the railroads will insist that the bill shall be marked "not negotiable."

It has been understood that the Hepburn act settled all these matters by providing in Sec. 20 that "no road shall be allowed to limit its liability, but every road shall be responsible for all the freight received by it, whether transhipped to a connecting line or not." But this provision has been the subject of much controversy, and will be fought, undoubtedly, by the carriers. The Commerce Commission, while

precipitate enough in some things connected with the new law, has so far declined to take any part in the bill of lading controversy. Shippers will, therefore, maintain a watch over their individual interests and be perfectly sure they understand the terms of bills of lading tendered them and object to one that robs them of their common-law rights.

THE SANTA FE ELEVATOR.

Since "All's well that ends well," it may seem supererogatory to criticize the attitude of the chief inspector or the Warehouse Commission toward supplying official grain inspectors to the Santa Fe Elevator at Chicago. The objection of the chief inspector, however, that recognition in this way of the elevator by the inspection department "would open the way to many irregularities," was rather strained, considering that the elevator owners had complied with the law and had been declared regular, and that at the various combinations of private-public elevators in this city the union of cleaning and conditioning machinery with the public storage house is quite as intimate as at the Santa Fe plant,—rather, the fact is that the mechanical devices for preventing the possible irregularities the chief inspector professed to fear are much more perfect in the Santa Fe Elevator than in any private-public elevator plant within the jurisdiction of the department.

It is not necessary to impute motives now that the department, on the advice of Attorney-General Stead, has granted the elevator the inspection service asked for; yet it is not improper to remind the grain shipping public that the storage house (the annex, so called) of this plant, having been made regular by the Board of Trade, is peculiarly entitled to the good-will of the trade, from the fact that the holding company operating the plant is absolutely without connection with the grain trade except as warehousemen. Its cleaning, drying and mixing facilities are open to the public on reasonable terms, and it is the only house in the city that does offer such facilities to an operator in grain, permanent or temporary, not owning an elevator.

It, indeed, did seem surprising that the inspection department should go to the length it did to deny the public the facilities they were entitled to at a plant of this kind, which offers all the advantages of a true public elevator at a lower rate than the other houses, as well as reduces the insurance cost from \$1.35 per \$100 to 15 cents, and at the same time has no connection with the trade as dealers.

AN EXPLANATION.

In commenting in our December issue on Mr. Wells's circular to Iowa dealers, asking for data to judge of a proper dockage on off grades, we remarked that, "Mr. Wells recognizes the fact that he confronts a condition—the system [of track bidding] is with him and he is trying to make the best of it."

Now, it is only fair to Mr. Wells to say that nothing in the circular itself nor in any communication ever had from him warrants this statement; this writer merely assumed

so much from the nature of the inquiry itself. The injustice is the implication that Mr. Wells had departed from his habitual practice of maintaining as secretary of the Iowa Association a strict impartiality as between the different interests or factions in the trade. We had no warrant for putting him in such a position; and we therefore explain that our own zealous preference for the consignment method of handling grain as against selling "3 or better" was responsible for putting Mr. Wells in this false position of having become a meddler, however benevolently intentioned he might thereby appear to some of us.

A CLEAN CERTIFICATE.

Hereafter all weight certificates of grain cars issued by the Chicago Board of Trade weighing department will give the shipper the benefit of the actual weight of the contents of the car, no dockage being taken. The amount previously taken was but little more than nominal, but even this is now given the shipper to whom it belongs and he gets pay for every kernel unloaded.

This ancient dockage grab is becoming very unfashionable. It really had or has no basis in equity, since the elevator is pretty sure to gain rather than to lose in weight. Indeed, houses with a big graft, like 100 and 200 pounds per car, as in some markets still, are constantly accumulating surplus, just as the public elevators used to do in Chicago. It is high time the exchanges put a stop to the terminal elevators taking this toll; and the markets that continue to permit it will sooner or later find themselves in bad odor.

MORE FOREIGN OBJECTION.

On the day when the Uniform Grades Congress was finishing up its work at Chicago, a month ago, a conference of the representatives of German, Belgian, Spanish, Dutch and Swedish chambers of commerce, in session at Berlin, voted to reject hereafter contracts providing that American certificates of inspection shall be "final" as to quality. It is hoped that the American exchanges will now take up the work of the American Conference promptly and in good faith, and by this means restore American certificates to their proper evidential value.

The objection that foreigners can get "good stuff" now, if they will pay the price, is begging the question; since if we issue a certificate as a guarantee that the stuff it represents is what it represents, when we know it is not, we are guilty of technical fraud, even though the foreigner knows we are lying and pays for grain on that basis. The mean feature of the business is that this technical fraud will always be used by certain unfair ports for the purpose of shaving prices to get business; and the export business is thereby disorganized by the practice just as the domestic trade is upset and made uncertain and irregular by the same practice of debasing the grades, both in the description and in the practice of inspection.

Uniformity is simply concrete honesty, and that is the best argument for it.

Editorial Mention.

The first agricultural special run in Ohio was a great success, and Mr. Kress' report as historian will be found very readable.

Do you own and use the National Association "Trade Rules?" If you don't, send to Secretary John F. Courcier at Toledo for a copy—they will "make and save you money."

King of Toledo says that midwinter crop reports "are more deceiving than most grass widows." Quite right; and, like the grass widows, they add their quota to the general gaiety—and trouble.

The handsome premiums for February, March and April deliveries, bid on the Chicago "call to arrive," ought to interest country dealers who can't ship now, but should be able to do so later.

The National Board of Trade meets at Washington to-day in annual convention. "This is the original article"—not the Kansas City bunch of gamblers who have appropriated this ancient and honored name.

The private wire houses are quitting, few of the wires having paid operating expenses. In Illinois the country agencies are, legally speaking, bucket-shops, while in most country towns everywhere they are looked upon as no better nor different.

Jim Hill dearly loves the Northwestern farmer; but that fact did not worry him when he proposed to again deluge Great Northern stocks to make a permanent "fixed charge" for Northwestern grain to pay taxes on before it can get to market.

Everybody was quite willing to take Secretary Wilson's word for it that this is the greatest nation on earth, agriculturally speaking, and Wilson is its prophet, without his dumping all those superfluous oats he had been holding up his sleeve all these months.

The various devices resorted to by "smart" shippers to evade their own responsibilities to, and to take advantage of, the carriers are, it is safe to say, all illegal; and sooner or later the dishonest-intentioned shipper, who is trying to cross by the thin ice of sharp practice, gets caught at it. No one will regret to see him get his just deserts under circumstances.

It is a favorite proposition of farmers and their self-appointed friends and protectors that "All grain should be sold by the farmer on its milling quality, irrespective of its grade." While such a statement is more or less nonsensical, practically speaking, nevertheless when it is strictly applied in individual cases the farmer is the first and most strenuous objector. It is the farmer who hauls the screenings and rotten grain to town; it does not grow there. He pays for hauling it to town and to the ter-

minal elevator, when all he has to do to get the price of clean grain and save the cost of cartage and freight is to take out the screenings at home and feed them to his poultry or stock.

Fred Mayer of Toledo is entitled to the honor of having made the motion at an open meeting of the Toledo Produce Exchange, which was unanimously carried, that the directors of that exchange be instructed to adopt the new grades of the Uniform Grades Congress—the first official adoption of those rules and the beginning of the end of inspection reform.

Having succeeded so well in awakening an interest in scientific corn growing by means of lecture trains, the Iowa Grain Dealers' Association is now considering the proposition of sending out similar missionaries to the oats growers of that state. The great cereal companies at Cedar Rapids and lesser ones in other Iowa towns are as much interested in this project as the grain dealers.

Dr. Galloway of the Bureau of Plant Industry proposes to renew the effort of fifty years ago to get farmers to plant congressional seeds and report to the department. Well, even a pessimist at heart really likes a genuine optimist, and the Doctor will certainly have his reward if he can divert the seed distribution into some channel that has at least the appearance of decency.

The plungers in Wall Street lithographs have during the past thirty days paid 25 per cent for call money, while grain commission men in Chicago were making advances against shipments at 5 per cent, although Chicago banks were asking 6 to 7 per cent. And yet there are kickers in the country because the rules forbid loans without interest.

The Supreme Court of the United States has upheld the validity of the North Carolina law outlawing bucket-shops. Now let Congress take the hint and make a general law that shall cover the bucket-shop and not put it upon the states to enact state laws that are as likely to outlaw legitimate trading for future delivery as they are the illegitimate. The general public does not understand the term "futures," and legislatures are no better. They will need watching carefully if Congress neglects its duty in the premises.

The failure of the Cummings Commission Company of Minneapolis is attributed by A. J. Cummings to the "systematic knocking" against the company. We don't know what was the nature of these knocks; but it appears that the company had been doing a private wire business in the Northwest, which had become unprofitable; but it is no criticism of the company that since they quit their country agents have been absorbed by such concerns as the Wisconsin Grain and Stock Co., successors of Edwards-Wood, bucket-shoppers of Superior. The truth is legitimate speculation in grain is hardly understood by the crowd in

the country towns, who would much rather put up their money in a bucket-shop whose simpler methods are more attractive because more easily understood and less wearing on the intellect.

The necessity for terminal market hay sheds was never more apparent or urgent than at this moment. For practically all other kinds of commodities the carriers now make warehouse provision, except hay; yet at this time, when the car situation is so desperately acute, it is certain that better provision for the handling of hay at destination would relieve some of the pressure for empties.

Charles Thorne, director of the Ohio Experiment Station, has been talking sound sense to the farmers of Ohio about that silly fake, the Society of Equity, whose pretenses only the simple will fail to see the fallacy of. Professor Thorne truly says that no sensible farmer will be beguiled into an organization of that sort who takes the trouble to investigate it and to reason upon its flimsy proposals.

The Commerce Commission in its twentieth annual report confesses its impotency in the matter of car shortage, being "without authority under any existing law to deal effectively with this condition." It can only investigate and recommend. Congress will, therefore, be required to "fish of cut bait"—enact car service regulations or allow the present conditions to continue at the will of the carriers.

The attention of the reader is directed to the corn-show feature of the program of the Indiana Grain Dealers' Association as a wise addition to the agenda of that meeting. Not a few persons interested in association work have been convinced for a long time that the mutual relations of dealers in and producers of grain would be improved and conserved by joint study and discussion of the quality of the grain itself. If the majority of farmers are not able to pick out a good ear of seed corn from a miscellaneous pile, except by accident, it is ten to one the majority of dealers will be no wiser. It is time both began to study corn more thoroughly. The farmers are at it in earnest; it is up to the dealers to do the like; and this meeting will be a splendid time to make a start.

The proposition referred to by Mr. Breed in his letter on another page, entitled "An Open Letter on Inspection," was presented on December 18 to the St. Louis Merchants' Exchange, but was defeated for the present. The plan proposed by Mr. Breed met, however, with so favorable a response from the trade in that market that its first defeat by no means determines its ultimate fate. It is the general experience in markets where the inspection is controlled by the state, acting independently of the exchanges, that reforms in practice are of slow attainment unless demand for them is made in the most unmistakable way by the exchanges themselves. Mr. Breed's resolution to put this method of protection into practice at St.

Louis has the merit of being a practical solution for a serious condition confronting a large number of dealers in St. Louis and elsewhere, but, like most reforms of so broad a nature, it will take time to bring all factions to its support.

Secretary Coburn of the Kansas Agricultural Board summarizes the agricultural products of that state in 1906 as worth \$246,905,051, not including \$177,429,816 worth of live stock, which is a combined increase of \$15,695,000 over any best previous year. Mr. Coburn takes just pride in these figures; for although he does not say so, it is a fact that no one human being is more responsible for this magnificent showing than Mr. Coburn himself.

While there was a large attendance of dealers at Peoria to hear Professor Burrill's lecture on the dry rot of corn, it is regrettable that the lecture was not reported more in proportion to its importance. However, Professor Burrill has given the reader the kernel of the matter on another page; and his statement is the more interesting from the fact that, like the former mystery of the grape phylloxera, the true secret of dry rot is identified with life and not with mechanics merely. This valuable discovery will, of course, point the way eventually to a complete remedy.

Slason Thompson, one-time journalist, and now publicity promotor, or something of that sort, for the Western railways, posing as an "expert," said the other day that the total car equipment of the country had increased 53 per cent and the motive power 47 per cent since 1900; but he was not expert enough to tell why it often takes a fortnight to a month's time to get into Chicago and unloaded at an elevator a grain car loaded at a country elevator less than a hundred miles from this city. Railroad experts are getting to be like the medical sort—expert only on the side that employs them.

A most interesting report was issued a few weeks ago by Labor Commissioner J. D. Beck of Wisconsin on "Co-operative Stores," of which Wisconsin has 30 out of a total in the United States of 343. The pamphlet gives a succinct historical account of the co-operative movement in this form and finds that on the whole co-operative storekeeping has been a failure. The reasons are not hard to find. Originating among the laboring and farming classes, the stores rarely have the benefit of business knowledge, experience or ability. They run themselves, the company's or everybodys' business being nobody's. Besides all this, the mobility of our population, its independence, its high standard of living, its restiveness under restraint, have all been against such a movement. Mr. Beck does not say so, but it is a fact that we have not yet arrived at such a development of social fellowship as to make such trade intimacy congenial to the many. Mr. Beck sees a better outlook

for the future, not because of any altruistic but rather of purely mercenary sentiments. "If such stores," he says, "enjoy permanent success it will be solely as a business proposition, for it is now apparent that no lasting, effective reform of the industrial situation in this country can ever be accomplished by the application of co-operative doctrines."

Congressman Mann's bill "to prohibit the transmission of interstate and foreign messages relating to futures in agricultural products or commodities and dealing in such 'futures,' is not quite understood by the grain trade, although the all-informed correspondents of the press say that, "Mr. Mann is satisfied that this method is constitutional and will give federal Government control over gambling in wheat and other staples." If this is a bill for a law to prevent bucket-shops from stealing quotations, well and good; but if the bill is what the dispatches appear to make it—one having references to all transactions for future delivery, Mr. Mann had better give his bill the back haul.

George McReynolds was found guilty by a jury at Chicago and is now fighting to keep away from Joliet on the technicalities of the law. It took Mr. McReynolds about seven years to go through nearly a million of other people's money, obtained by false representations, whatever the law may call his offense. He was able to do this because he was known to be a capable and intelligent grain merchant and a man whose material success had given him so high a credit and assured position. Speaking after the manner of commercial morals, that he could not stoop to the dirty tactics of the common swindler. A man who makes so much a fool of himself as George McReynolds has done, under the circumstances, ought to be sent to Joliet on general principles and be made to stay there long enough to realize how much of a fool he has been.

It is a favorite stunt of the market reporters of Milwaukee, Minneapolis and Duluth to take the "decline and fall off" of the Chicago Board as the text for a comment on local exchange prosperity. Of course, the trade understands it all; for the fact is that all the exchanges are suffering proportionally as much from loss of speculative business as Chicago. The reason for this is not clear, and no two men studying the subject will reach the same conclusion. But as to the cash business there is no serious decline at Chicago—no more on the whole line probably than at Minneapolis, where the reduction of wheat receipts has been enormous. The shrinkage of Chicago's and other markets' receipts will be seen by the table on another page, and the reasons therefor are obvious. When the transportation companies resume normal conditions a large part of the grain to make up the statistical loss will no doubt come out. It is possible that if Congress should outlaw the bucket-shops the speculative business might revive, but that is doubtful, for reason given in another paragraph; it takes brains to

speculate on 'change successfully. It is more likely the objection to speculation lies in the fact that the cost of carrying grain and the facility with which the private-public elevator companies are able to control the contract grain when they wish to do so, as well as the bad reputation contract grain has acquired in recent years as a merchantable article in the hands of the public, has discouraged speculators and driven them from grain to lithographs or gold-brick mining shares.

It is a hopeless task to correct the statements of one who prefers to be mistaken, and it were useless to try were it not for the fact that the reiteration of error eventually establishes truth *prima facie* in many minds. Now, no class of discontented people are more given to error than the agitators whose mission it is to convince the farmer that he ought to feel himself a very badly abused man, which is difficult on the whole. For example, C. G. Messerole, who has made some record as a proponent of the farmers' elevators in Iowa, at a recent institute at Des Moines said:

For twenty years it was being demonstrated that such institutions [co-operative companies] could be made profitable, and the testimony of all farmers connected with the co-operative plan of handling grain is that it has been the means of increasing the price of grain to the producer from 2 to 5 cents per bushel and still allow a margin of profit sufficient to pay the running expenses of the business. Let us be conservative and place the figure at the lowest estimate, and then see what the result will be. Place Iowa's corn crop at 350 million bushels for this year; allow one-half of this for feeding; place a farm value of 30 cents per bushel on this 175 million bushels of corn, and the elevator tax at the country end would reach the proportions of \$3,500,000; add to this the tax on other grains of an equal amount, and you have the enormous sum of \$7,000,000 which might be saved to develop Iowa's resources by co-operative handling.

Now, without stopping to discuss this matter of the margin, which such men always magnify, consider the absurdity of Mr. Messerole's statement as to the amount of grain handled by the dealers. Instead of 50 per cent being fed on the farm, Prof. J. R. Sage, certainly the best authority in Iowa, has said:

I would guess that not more than 15 per cent of the Iowa corn crop is shipped out of the state on the average. This year it may amount to 20 per cent. Last year it was less than 10 per cent.

Mr. Wells, after a most careful estimate, two years ago, found it only 12½ per cent. Of the Iowa oats crop not less than 70 per cent of the total of 145 million bushels is fed on the farm. Yet, just like Senator McCumber's fables about the inspection in the Northwest and the way farmers are robbed by the cleaning and mixing elevators, no doubt this fable by Messerole will take its place, too, among the classic myths of co-operation, even Mr. Messerole himself believing his own figures. For, as Herbert Spencer has pointed out, "extreme unworthiness of assertion has for its concomitant readiness to accept the greatest improbabilities on the slenderest testimony." As the Arab said when someone expressed a doubt in his presence of the truth of the "Arabian Nights" tales, "Why should a man sit down and write so many lies?"

TRADE NOTES

John Williams Taylor will hereafter represent Sprout, Waldron & Co. of Muncy, Pa., in the Southwest, with headquarters at 101 South Houston Street, Dallas, Texas.

The Invincible Grain Cleaner Co. of Silver Creek, N. Y., are again represented in Chicago by W. J. Scott, who has succeeded Geo. J. Noth. His many friends will doubtless welcome Mr. Scott in his return to the Chicago territory, and he will be glad to hear from them at any time.

The Invincible Grain Cleaner Co. of Silver Creek, N. Y., announce that they are about to put on the market a new and improved type of milling separator. It is claimed that the machine marks a distinct advance in construction. The machine has been demonstrated and tested out and the manufacturers will soon be ready with a full line of sizes.

The Minneapolis Steel and Machinery Co. of Minneapolis have recently opened an office at 1300 West Eleventh Street, Kansas City, Mo., under the management of Louis Bendit, for the sale of their Munzel Gas Engine and Suction Gas Producer. Parties in Kansas City and vicinity who are interested in gas engines or producers are invited to correspond with Mr. Bendit.

Among the recent sales of Humphrey Employees' Elevators, made by S. K. Humphrey, Boston, Mass., are the following: Commercial Milling Co., Detroit, Mich.; Franka Bros., Fostoria, Ohio; Pacific Cereal Association, San Francisco, Cal.; Sleepy Eye Milling Co., Sleepy Eye, Minn. (Their fourth elevator); the Allis-Chalmers Co., Milwaukee, Wis. (for export); A. L. Bartlett Co., Rockford, Ill.

The Stephens-Adamson Manufacturing Co. of Aurora, Ill., gave their fifth annual dinner to employes and guests at the Hotel Arthur on the evening of January 5. This dinner is an important event in machinery circles in Aurora and this year it surpassed all former occasions in the number present, in the good-fellowship among the participants and in the speeches which were delivered. F. G. Adamson presided as toastmaster and had something appropriate to say in his introduction of each speaker, which kept things sparkling until the last toast was given at a late hour. The speakers and subjects were as follows: H. J. Lord—The Trials of the Office Man; R. W. Dull—The Engineering Department; D. B. Pierson—Branch Offices; C. S. Kilbourne—Greasing the Ways; Lou Manning—Shipments for 1907; M. H. Baird—The Foundry; John Fasmer—The Machine Shop; Karl Fruzel—German and American Machinery and Methods; F. H. McWethy—The New York Office; Wm. Woodhall Jr.—The Practical Engineer in the Field; John Stewart—Our New Steel Shop; Frank Johnson—Patterns; Wm. George—The Manufacturer; W. W. Stephens—The Future.

The Richardson Scale Co. of New York report recent sales of Richardson Automatic Scales as follows: Harlem Bros., Harrisonville, Ill.; Herron-Patterson Co., Milford, Ill.; Orrville Milling Co., Orrville, Ohio; N. C. Cole Milling Co., Chester, Ill.; L. K. Van Horn, Ford, Kan.; Union Starch Co., Edinburg, Ill.; Price & Wilkinson, Taylorsville, Ill.; Suffern-Hunt Co., Decatur, Ill.; Merriam & Holmquist Co., Omaha, Neb. (2); Ray P. Lipe Co., Toledo, Ohio; Wellington Starch Co., Decatur, Ill.; C. A. Burks Grain Co., Decatur, Ill.; Joseph Schneible Co., Chicago (2); Ed. F. Goeke Co., Evansville, Ind.; Davidson Mill and Elevator Co., Muscogee, I. T. (2); Boonville Milling Co., Boonville, Ind.; Iglehart Bros., Evansville, Ind.; Artesian Stone and Lime Works Co., Chicago; Owosso Sugar Co., Owosso, Mich.; Union Mill Co., Springfield, Ill.; Southern Grain Co., Cincinnati, Ohio; American Malting Co., Buffalo, N. Y.; James Stewart & Co., Chicago (3); Hirst & Begley Linseed Oil Co., Chi-

cago; Gate City Malt Co., S. Omaha, Neb.; Dabney Brokerage Co., Newport News, Va. (2); Five Point Grain Co., Petersburg, Ill.; Burrell Engineering Co., Chicago (4); Coppes, Zook & Mutchler, Napanee, Ind.; Peoria Malting Co., Peoria, Ill. (2 scales in combination); Kamm & Schellinger Brewing Co., Mishawaka, Ind.; Miller Grain Co., Madison, Ill.; Elevator Milling Co., Springfield, Ill.; Hunter Bros. Milling Co., Edwardsville, Ind.; S. E. Roush, Mokenca, Ill.

DEATH OF GEORGE BEYER.

The announcement of the death of George Beyer, which occurred in a hospital at Peru, Ill., on January 9, following an operation, will be received with sincere sorrow by his friends in the trade.

Mr. Beyer had been actively identified with the



THE LATE GEORGE BEYER.

grain trade of Illinois for a number of years. He was in the shipping business at Depue prior to his election as secretary of the Illinois Grain Dealers' Association, which office he filled from 1903 to 1905. For the past year he had been secretary of the McLeod Automatic Scale Co. of Peru.

The deceased was a man of kindly, generous nature, and at the same time a representative of the best type of American business men. He has a host of friends in the trade to whom his death will come as a personal bereavement.

The Farmers' Grain Dealers' Association of Iowa will hold its annual convention this month at Fort Dodge.

The Burlington announces that the free re-shipment and milling-in-transit privileges at St. Joe, Mo., will be canceled on February 1.

Fort William and Port Arthur, during the navigation season of 1906, for crop of that year, hauled 6 per cent less grain than for the same period of 1905.

The Santa Fe Elevator Company at Chicago advertises the following rates for the storage of grain in Santa Fe Elevator Annex during the ensuing year: On all grain and flaxseed received in bulk and inspected in good condition, one-half ($\frac{1}{2}$) of one (1) cent per bushel for the first ten (10) days or part thereof and one-fortieth ($\frac{1}{40}$) of one (1) cent per bushel for each additional day so long as it remains in good condition. On grain damp or liable to early damage, as indicated by its inspection when received, two (2) cents per bushel for the first ten (10) days or part thereof and one-half ($\frac{1}{2}$) of one (1) cent per bushel for each additional five (5) days or part thereof. No grain will be received in store until it has been inspected and graded by authorized inspectors.

TEDFORD REMOVED AT KANSAS CITY.

The Missouri Board of Railroad and Warehouse Commissioners met at Kansas City on January 7 to look into the matter of grain inspection and weighing in that market, with a view to certain amendments to the state law. It is said "the primary purpose of the planned changes is to put an end to differences over weighing grain, which have existed between the Kansas City Board of Trade and the Board of Railroad and Warehouse Commissioners ever since the present law went into effect. The Commissioners will no doubt try to drive out the Board of Trade checkers.

The sensation of the meeting was, however, the summary dismissal at midnight of January 8 of Fred H. Tedford, the chief inspector of the state, and the appointment of Harry C. Nunn as his successor, who qualified at 1 o'clock a. m., January 9.

The affair is surrounded with some mystery. He was removed by the votes of Commissioners Knott and Oglesby, Democrats, against the protests of Commissioner Wightman, Republican. The reasons made public were that Mr. Tedford, who has been the chief for over three years, was accused by two former employes of the department whom he had discharged, as they allege, without authority from the Railroad Commissioners. This action constituted an act of insubordination. No complaint against the chief inspector had been made by the grain or milling interests.

In addition to the discharge of Mr. Tedford and the appointment of Mr. Nunn, Charles Oglesby, a brother of Commissioner Rube Oglesby, was appointed an additional weigher in the department, and P. H. McVey, one of the men discharged by Mr. Tedford, and who joined in bringing the charges against the latter, was reinstated. Mr. Wightman, the Republican member of the Board, left the meeting while this action was being taken in order to make more emphatic his protest against it.

Inspector Tedford made the following statement after his removal:

About 10:30 o'clock last night Baxter Brown arose and said that I had discharged him unlawfully and that I had also discharged P. H. McVey in the same manner. He mentioned other minor matters, including the charge of insubordination to the Board. Chairman Knott asked me what I had to say in defense of the charges, to which I replied that I was dumfounded and asked for time to make reply. Chairman Knott said he wanted me to answer last night, to which I replied that the charges were untrue and asked time to prepare my defense.

I believe that personal prejudice is at the bottom of this whole movement and feel confident I can prevent the Board from carrying out the purpose of its majority members. In view of the fact that these charges have been considered by the Board without an opportunity having been given me to make a proper defense, it will be necessary for me to proceed legally to protect myself.

Commissioner Wightman said he thought it "unfair to prefer charges against a man at night, when all records are under lock and key. Tedford was given no chance to defend himself. In fairness, I think Tedford should have been given at least ten days in which to prepare an answer to the charges."

On December 18 Buffalo had afloat and in store 26,000,000 bushels of grain. About 6,000,000 will remain in the vessel until spring opens.

Odessa is using this season nine floating elevators for loading grain into ocean-going vessels. The charge is $1\frac{1}{4}$ cents per hundredweight. Their capacity is about 5,400 short tons per day.

Jorgen Nissen of Helsingfors, Finland, representative of the Pillsbury-Washburn company in Finland, to which state a large consignment of flour was recently shipped, will buy a large quantity of Canadian wheat, to be used for seed in Northern Russia.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of December, 1906:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	346,359	298,424	507,571	263,961
Corn, bushels.....	2,534,263	5,715,320	2,238,235	5,223,472
Oats, bushels.....	331,543	389,399	604	1,139,047
Barley, lbs.....	845	14,675		
Malt, lbs.....				
Rye, bushels.....	94,757	126,578		
Timothy Seed, lbs.....	2,791	5,868	5,639	3,333
Clover Seed, lbs.....	263	5,533		689
Hay, tons.....	7,047	6,141	2,416	1,938
Straw, tons.....				
Flour, bbls.....	273,560	259,689	173,747	221,656
Mill feed, tons.....				

BOSTON—Reported by Daniel D. Morss, secretary of the Chamber of Commerce.

Flour, bbls.....	169,935	199,668	114,513	85,308
Wheat, bushels.....	2,442,732	2,383,192	1,303,380	1,224,827
Corn, bushels.....	369,775	631,229	294,879	485,194
Oats, bushels.....	257,001	373,591	1,300	80,100
Rye, bushels.....	1,430	4,470		
Barley, bushels.....	143,985	583,620	100,206	183,810
Flax Seed, bushels.....	66,059		11,917	
Mill Feed, tons.....	917	2,499	206	325
Cornmeal, bbls.....	5,678	6,384	1,408	4,481
Oatmeal, bbls.....	22,233	18,107	15,333	7,275
Oatmeal, sacks.....	9,780	8,573	5,048	11,756
Hay, tons.....	13,730	16,200	52	930

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Wheat, bushels.....	2,158,233	1,138,222	1,091,532	1,281,002
Corn, bushels.....	8,389,265	10,578,402	3,246,362	5,358,636
Oats, bushels.....	6,320,043	8,208,228	5,900,992	7,284,719
Barley, bushels.....	2,789,694	3,300,339	737,486	1,399,983
Rye, bushels.....	402,584	239,200	292,598	82,254
Timothy Seed, lbs.....	2,477,991	1,223,335	774,934	792,760
Clover Seed, lbs.....	511,359	174,003	260,856	125,812
Other Grass Seed, lbs.....	1,136,124	987,220	1,914,435	2,773,235
Flax Seed, bushels.....	289,775	305,504	7,877	2,936
Broom Corn, lbs.....	1,607,502	1,398,597	1,277,980	1,197,971
Hay, tons.....	24,803	23,769	5,178	1,239
Flour, bbls.....	886,005	684,192	740,852	667,274

CLEVELAND—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Wheat, bushels, water.....	188,000	25,000		
Do rail.....	62,849	65,079	33,378	56,531
Corn, bushels.....	1,193,782	1,576,669	536,727	889,387
Oats, bushels, water.....				
Do rail.....	546,076	386,404	202,543	203,471
Barley, bushels, water.....				
Do rail.....	24,183	13,710	2,286	
Rye, bushels.....	4,216		4,297	
Flax Seed, bushels, water.....	500,000	207,000		
Do rail.....				
Hay, tons, water.....				
Do rail.....	5,567	5,995	500	1,097
Flour, tons, water.....			40	
Do rail.....	5,862	6,024	3,068	1,900

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Wheat, bushels.....	131,898	181,268	108,378	189,115
Corn, bushels.....	625,418	1,151,339	364,448	637,950
Oats, bushels.....	379,524	837,526	246,911	648,210
Barley, bushels.....	94,110	366,050	1,000	126,098
Rye, bushels.....	94,226	62,719	44,154	35,254
Malt, bushels.....	268,218	162,260	110,574	64,694
Timothy Seed, lbs.....	705	330	1,592	282
Clover Seed, lbs.....	3,094	2,169	1,309	861
Other Grass Seed, lbs.....	14,422	11,125	12,850	10,134
Hay, tons.....	21,047	19,173	14,961	11,380
Flour, bbls.....	118,300	160,120	75,223	107,107

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Wheat, bushels.....	292,555	277,119	13,973	8,848
Corn, bushels.....	486,537	1,084,076	30,901	311,702
Oats, bushels.....	301,288	415,130	39,891	74,454
Barley, bushels.....	244,000	430,877		8,910
Rye, bushels.....	21,494	63,434	16,634	70,677
Flour, bbls.....	12,200	34,200	7,400	18,600

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Wheat, bushels.....		869,545	547,520
Corn, bushels.....		976,645	3,488,115
Oats.....			
Barley, bushels.....			

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Wheat, bushels.....	3,159,000	2,346,000	2,426,000	1,746,000
Corn, bushels.....	1,651,000	4,892,000	809,000	3,857,000
Oats, bushels.....	388,500	766,500	438,000	466,500
Barley, bushels.....	54,000	120,000	9,000	93,000
Rye, bushels.....	30,000	52,000	11,000	34,000
Flax Seed, bushels.....	4,800		2,400	
Bran, tons.....	1,650	810	3,660	4,635
Hay, tons.....	10,770	13,940	5,890	3,860
Flour, bbls.....	18,400		115,600	124,000

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Wheat, bushels.....	1,057,000	704,600	810,086	124,373
Corn, bushels.....	486,000	435,100	219,074	181,330
Oats, bushels.....	919,800	1,045,700	625,609	1,046,345
Barley, bushels.....	2,377,200	2,035,800	1,174,068	1,229,791
Rye, bushels.....	223,200	137,600	141,637	87,025
Timothy Seed, lbs.....	204,545	110,580	98,440	108,250
Clover Seed, lbs.....	699,105	462,604	496,021	447,935
Flax Seed, bushels.....	31,800	36,040		
Hay, tons.....	2,817	1,961	228	168
Flour, bbls.....	216,200	117,995	233,275	291,983

MINNEAPOLIS—Reported by L. T. Jamme, secretary of the Chamber of Commerce.

Wheat, bushels.....	11,256,740	13,417,040	1,543,450	1,454,160
Corn, bushels.....	685,100	656,450	232,770	53,250
Oats, bushels.....	2,009,340	3,030,860	1,621,090	921,060
Barley, bushels.....	1,367,160	1,704,330	1,046,830	396,020
Rye, bushels.....	300,330	197,600	241,080	95,740
Flax Seed, bushels.....	1,079,160	1,592,650	493,610	246,380
Hay, tons.....	2,640	3,680	260	230
Flour, bbls.....	23,357	39,565	1,198,324	1,358,701

MONTREAL—Reported by George Hadrill, secretary of the Board of Trade.

Articles	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	109,275	201,259		
Corn, bushels.....	1,867	73,247	16,450	650
Oats, bushels.....	130,166	82,459	9,500	5,700
Barley, bushels.....	78,781	27,038	20,200	14,500
Rye, bushels.....				
Flax Seed, bushels.....	6,890	14,400		
Flour, barrels.....	15,127	21,890	44,067	107,280

NEW ORLEANS—Reported by H. S. Herring, secretary of the Board of Trade.

Wheat, bushels.....	146,000	233,800	428,803	176,834
Corn, bushels.....	1,312,000	5,976,000	911,751	4,584,268
Oats, bushels.....	569,600	268,000	191,655	215,275
Barley, bushels.....				
Rough rice.....				
Clean rice pockets.....				
Hay, bales.....	64,680		416	
*Flour, bbls.....	45,959	49,509	74,610	193,214

*Through consignments of flour to Europe not included in receipts.

OMAHA—Reported by Edward J. McVann, secretary of the Omaha Grain Exchange.

Wheat, bu.....	1,639,200	514,800	1,128,000	421,000
Corn, bu.....	2,134,000	4,114,500	1,307,000	2,726,800
Oats, bu.....	1,560,000	1,279,500	1,560,000	987,000
Barley, bu.....	19,000	35,000	31,000	19,000
Rye, bu.....	64,000	61,000	38,000	33,000
Flour, bbls.....				

PEORIA—Reported by R. C. Grier, secretary of the Board of Trade.

Wheat, bushels.....	52,500	44,800	31,700	33,600
Corn, bushels.....	2,147,200	1,400,200	938,800	758,500
Oats, bushels.....	749,000	1,122,000	755,000	882,800
Barley, bushels.....	487,000	334,100	83,000	265,000
Rye, bushels.....	35,000	16,800	5,000	9,600
Mill Feed, tons.....	3,322	1,785	3,620	4,120
Spirits and Liquors, bbls.....				
Syrups and Glucose, bbls.....				
Seeds, lbs.....	230,000		30,000	30,000
Broom Corn, lbs.....	615,000	255,000	675,000	126,000
Hay, tons.....	3,380	2,540	1,010	340
Flour, bbls.....	86,700	102,850	64,450	109,935

PHILADELPHIA—Reported by L. J. Logan, secretary of the Commercial Exchange.

Wheat, bushels.....	1,713,988	672,011	1,140,972	377,293
Corn, bushels.....	861,271	2,786,104	402,854	1,921,819
Oats, bushels.....	447,624	952,981		1,860,159
Barley, bushels.....	20,000	74,400		
Rye, bushels.....	8,000	24,000		
Timothy Seed, lbs.....	2,174	300		
Clover Seed, lbs.....	926	503		
Flax Seed, bushels.....	163,900	70,400		
Hay, tons.....	6,383	8,650		
Flour, bbls.....	286,211	302,784	181,393	228,298

ST. LOUIS—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange.

Wheat, bushels.....	904,006	1,538,050	909,870	1,190,360
" sacks.....	3,759	4,427	160	668
Corn, bushels.....	3,116,300	2,174,000	1,243,995	1,398,780
" sacks.....	4,280	15,016	6,775	35,155
Oats, bushels.....	1,528,500	1,710,450	1,402,530	1,456,690
" sacks.....		350	5,375	15,230
Barley, bushels.....	494,000	646,250	6,230	94,370
" sacks.....		9		300
Rye, bushels.....	96,000	71,000	83,345	67,070
" sacks.....				20
Hay, tons.....	22,520	26,050	7,175	8,615
Flour, bbls.....	57,760	209,595		

SAN FRANCISCO—Reported by Wm. B. Downes, statistician of the Merchants' Exchange.

Wheat, centals.....	112,353		6,426	
Corn, centals.....	4,545		532	
Oats, centals.....	76,234		69	
Barley, centals.....	440,446		197,775	
Rye, centals.....	865			
Flax Seed, sacks.....				
Hay, tons.....	13,358		1,056	
Flour, bbls.....	80,657		42,965	

WHEAT RECEIPTS AT PRIMARY MARKETS.

Receipts of wheat at winter and spring grain markets for 27 weeks, since June, with comparisons, in bushels, compiled by the Cincinnati Price Current:

Articles.	1907.		1906.	
	1907.	1906.	1907.	1906.
St. Louis.....	11,637,000		15,681,000	
Toledo.....	4,105,000		4,137,000	
Detroit.....	1,615,000		1,585,000	
Kansas City.....	29,892,000		31,486,000	
Winter wheat.....	47,249,000		52,889,000	
Chicago.....	25,710,000		19,939,000	
Milwaukee.....	5,706,000		5,396,000	
Minneapolis.....	44,048,000		62,038,000	
Duluth.....	33,248,000		29,095,000	
Spring wheat.....	108,712,000		116,468,000	
Aggregate, 27 weeks.....	155,961,000		169,357,000	

Total receipts of winter and spring wheat at primary markets 27 weeks since June, 1906, with comparisons:

	Winter.	Spring.	Total.
1906-07.....	47,249,000	108,712,000	155,961,000
1905-06.....	52,889,000	116,468,000	169,357,000
1904-05.....	47,244,000	102,701,000	149,945,000
1903-04.....	50,996,000	108,376,000	159,372,000
1902-03.....	60,282,000	129,318,000	189,600,000

ELEVATOR AND GRAIN NEWS

ILLINOIS.

A Mr. Mann will build an elevator at Sepo, Ill.

It is announced that the Atlas Grain Co. of Chicago, Ill., has dissolved.

J. W. Bettendorf has succeeded Bettendorf Bros. in the grain business at Sublette, Ill.

A Huffman Grain Loader has been installed in the new Culp Elevator at Tower Hill, Ill.

After a month's suspension for repairs the Sibley Elevator at Sibley, Ill., has resumed.

A Galesville grain company had its safe broken into and money and shares of stock were taken. Arrests have been made.

Recently the Rogers Grain Co. of Pontiac, Ill., sold its elevator to the Pontiac Farmers' Grain Co. for the consideration of \$3,100.

The Pontiac Farmers' Grain Co. held a special meeting at Pontiac, Ill., to vote an increase in capitalization from \$7,000 to \$12,000.

Stockholders of the F. M. B. A. Elevator Co. met at Highland, Ill., on January 12 to vote an increase of \$10,000 on the capital stock of \$15,000.

Negotiations conducted by a Mr. Peterson for the purchase of the Charles Shelby elevators at Galesville, Ill., have failed to result in the purchase.

A new incorporation is the C. H. Rumley Grain Co. of Kankakee, Ill., which is capitalized at \$30,000. C. H. Rumley, A. B. Rumley and John W. Overacker are interested.

B. F. Baker of Glenavon, Ill., has sold his two elevators at that place to A. Jay West of Leroy, for the consideration of \$13,000. Mr. West owns an interest in grain elevators at Monarch.

Articles of incorporation have been secured by the Ohio Elevator Co. of Ohio, Ill., which is capitalized at \$6,000. The directors are George W. Remsberg, Christian D. Saltzman, Frank F. Anderson.

The Five Point Grain Co.'s elevator near Petersburg, Ill., will be finished about the first of February. Its capacity will be 20,000 bushels. The Burrell Engineering and Construction Co. had the contract.

Incorporation papers have been granted the Minier Grain Co. of Minier, Ill., which is capitalized at \$10,000. Among those interested are O. J. Brennemann, H. J. Eisenberger and Chris Hieser.

The Hinckley Grain Co. of Hinckley, Ill., was incorporated on December 27 with a capital stock of \$14,000. Those who are interested include Charles F. Leifheit, Thomas Hughes and William H. Weddige.

Material is on the ground for the 50,000-bushel transfer elevator at Madison, Ill., for the Miller Grain Co. of St. Louis. It is expected the house will be completed by March 15. The contract was let to the Burrell Engineering and Constructing Co.

On January 2 the reconstructed Jebb plant and the Warner factory at Waukegan, now being operated by the Corn Products Co. as a sugar glucose refinery, started up. The entire plant is now in operation and running at a capacity of 40,000 bushels of corn a day.

Mansfield & Co. have acquired the grain business at Monticello heretofore conducted by the Knights. The new company comprises J. F. Beall, G. Jacobsen and M. Mansfield, all of Niantic. W. L. Finson, in charge of the company's plant at Stonington, will manage the Monticello elevator. It is reported \$7,500 was paid for the plant.

Secretary S. W. Strong of the Illinois Grain Dealers' Association announces the following changes in the trade: Goebel & Burr succeed the Fitzsimmons-Kreider Milling Co. at Jacksonville; Wheelock & Peterson Bros. (mail East Lynn) succeed Hopwood Bros. at East Lynn and Hopwood Station; B. F. Slenker succeeded by the Baldwin Grain Co. at Panola; J. T. Sims Grain Co. succeeds the United Grain Co. at Illinois; Shearer & Miller of Sibley (not Shearer-Miller Grain Co.); Goebel & Burr (mail Jacksonville) succeed Fitzsimmons-Kreider Milling Co. at Markham; H. C. Goebel & Co. (mail Jacksonville) succeed Fitzsimmons-Kreider Milling Co. at Mt. Sterling; Fitzsimmons-Kreider Milling Co. out of business at Versailles; Toledo Elevator Co. succeeds

A. J. Leslie at Meredosia; Harvel Grain, Hay & Supply Co. succeeds W. W. Adams & Co. and E. W. Bockewitz at Harvel; Farmers' Co-operative Co. succeeds Mansfield & Co. at Stonington; Schulines (Schuline Postoffice), new station on Illinois Southern.

Work will soon be commenced on the new \$5,000,000 plant the Corn Products Refining Co. will construct on its site on West Sixty-third Street, Chicago, from Archer Avenue to the Drainage Canal. There will be thirty-three buildings and the capacity will exceed 50,000 bushels of corn per day, employment being given to from 1,500 to 2,000 hands. The two largest buildings will be fourteen stories high and 150x200 feet in size, to be used for refining purposes. Grain storage tanks with 1,000,000 bushels' capacity will be erected, as well as a storage building for 10,000 tons of gluten feed. A box factory, lumber yard, cooper shop, paper box factory, can factory and printing establishment are included in the plans. These will be connected by subways and electric railways will operate in them. There will also be conduits for pipes and wires and a passage for pedestrians. The company's works are now located at Pekin, Ill., Waukegan, Granite City, Davenport, Indianapolis, Buffalo, Oswego, New York City and Chicago. The latter plant, on the west side of the river at Taylor Street, will be abandoned and the entire establishment transferred to the new location.

EASTERN.

Herbert Brock has opened a grain establishment at Barnet, Vt.

M. B. Blaisdell has been enlarging his elevator at Wolfeboro, N. H.

Jennings & Fulton, grain dealers of Boston, Mass., have dissolved.

A. H. Reynolds has built a large addition to his granary at Essex, Conn.

The Wallingford Grain & Feed Co. of Wallingford, Conn., has dissolved.

Harry M. Reaver & Co. of Baltimore, Md., is the caption of a new grain firm.

A receiver has been asked for A. P. Aldrich & Sons, grain dealers of Boston, Mass.

C. J. Burnham has purchased the grain business of H. L. Holmes & Co. at Henniker, N. H.

Recently the grain and flour stock belonging to Maurice P. Crowe at Hopkinton, Mass., was sold at auction.

The Marlboro Grain Co. has recently purchased an elevator site at Marlboro, Mass., and may erect another building.

John W. Eshleman recently paid \$41,000 for an elevator site at Philadelphia, Pa., and will erect a large elevator at once.

Improvements are being made by the Phillips-Thompson Co. on its elevator at Wilmington, Vt. A covered shed for receiving cars is being constructed.

Purdy Bros. & Smiley of Jamestown, N. Y., is a new grain concern incorporated recently with a capitalization of \$36,000. The directors are W. G. Purdy, C. M. Purdy and F. A. Smiley.

The Hoosac Valley Coal and Grain Co. of Adams, Mass., has been incorporated with \$25,000 capital stock. Those interested are Oliver A. Upton, Charles H. Tower and George Degenkobb.

The newly incorporated Hoosac Valley Coal & Grain Co., Pittsfield, Mass., which bought out D. B. Cook's business, will install a 7½ and a 5 horsepower motor for hoisting grain and coal.

Articles of incorporation have been granted the John T. Harrap Co., grain dealers, of Garfield, N. J., which is capitalized at \$30,000. The incorporators are John T. Harrop, George W. Harrop and Mina M. Harrop.

The H. L. Buss Co., dealers in grain and feed, has incorporated at Boston, Mass., with a capitalization of \$10,000. The incorporators are Herman L. Buss, J. Burnham Perry and Herbert A. Weeks. H. L. Buss formerly conducted the business.

William Rodenisor, who, with James P. Steele, has conducted the Marlboro Grain Co. at Marlboro, Mass., for the past three years, has disposed of his interests to H. William Estabrook. Mr. Steele has been identified with the firm for seventeen years.

During December the Paxton Flour & Feed Co. of Carlisle, Pa., acquired the mill at Progress. The company, composed of D. Baily Brandt, J. Austin Brandt and the McCormick Estate own elevators at Lemoyne, Trindle Spring, Middlesex, Herrsville, Bowmansdale, Harrisburg and Carlisle.

Articles of incorporation have been granted the Springfield Flour and Grain Co. of Boston, Mass., which is capitalized at \$50,000. Leroy F. Adams, George B. Adams of Brattleboro, Vt., James M. Van Deusen, Boston, and David Stott of Detroit, Mich., are the incorporators. L. F. Adams has for

25 years been at the head of E. Crosby & Co. at Brattleboro. Mr. Van Deusen is of the firm of Van Deusen & Foley.

President Murray of the Baltimore & Ohio Railroad recently announced that he purposed employing the resources of the corporation for the encouragement and stimulation of the trade and commerce of Philadelphia. It is understood a large terminal elevator will soon be constructed by the railroad company at that point.

Samuel V. W. Sammis, a grain merchant of Newton Creek, N. Y., caused the arrest of Anthony Schultz and Martin Frank of Brooklyn, whom he accuses of robbery. Schultz, who is 18 years old, was employed by Sammis, and when arrested the prisoners had \$95 in currency, a bank book belonging to Sammis showing \$12,000 deposits, and two large checks.

Announcement is made of the purchase of the grain business conducted for many years by Prentice & Son at Milford, Mass., by the Milford Grain Co., which is connected with the Cutler Co. of North Wilbraham, a firm organized sixty years ago. The Milford company recently bought S. A. Eastman's grain business. E. J. Prentice started in the grain trade in Milford, in 1856, his store at that time being located at the corner of Main and North Bow streets, where the plant of the P. Gillon Co. is now located. The business grew and prospered during its half century of life, being moved several years ago to its present location, when the building was erected especially for its reception at the corner of Prentice Avenue. Charles O. Prentice, who has been in actual charge of the business since the retirement of his father a few years ago, has been identified with the trade for the past 27 years. He retires with a high record for square dealing.

IOWA.

William Mair has purchased the elevator at Berne, Iowa.

J. H. Schmidt is occupying his new elevator at Arkman, Iowa.

Work on the new grain elevator at Worthington, Iowa, is about completed.

It is reported the Whiting Elevator at Washington, Iowa, will be rebuilt.

Mike King's Elevator, the fourth in Stickney, Iowa, is about completed.

There is a movement on foot for a farmers' elevator at Castana, Iowa.

The Farmers' Elevator Co. of Lowrie, Iowa, has built a brick addition to its office.

Work on the new Farmers' Elevator at Pocahontas, Iowa, is progressing rapidly.

C. A. Brown of Wapello lately acquired the Duncan Elevator at Oakville, Iowa.

A. E. Taber of Manchester acquired James Barr's Elevator at Marble Rock, Iowa, on January 1.

The opening of the new elevator the Hudson Lumber Co. has erected at Hudson, Iowa, was set for January 1.

The farmers' elevator company has been organized at Humboldt, Iowa, but will not operate until next fall.

O. D. Whitney and others have incorporated the Sioux Grain Co. of Ticonic, Iowa, with a capitalization of \$25,000.

The Des Moines Elevator Co. of Des Moines, Iowa, has traded its elevators at Oakland and Shelby for land in South Dakota.

The elevators of the Plymouth Milling Co. at Le Mars, Iowa, are filled to capacity, which means more than 250,000 bushels of wheat.

H. C. Hamilton of Nora Springs has purchased a grain business at Radcliffe, Iowa, and engaged F. A. Bruce of Nora Springs as manager.

Ole Shurson, who for the past six years has been employed at the Moore Bros' Elevator in Kanawha, Iowa, is now a member of the firm.

It is proposed by the farmers near the proposed new town of Allemann, on the electric road near Sheldahl, Iowa, to organize an elevator company.

After considerable negotiation the Knierim Farmers' Grain & Coal Co. has purchased the Western Elevator Co.'s plant at Knierim, Iowa, and is now in possession.

An addition of considerable size is being erected to the Edmonds-Londergan Co.'s plant at Marcus, Iowa. It occupies the position on which the old power house was located.

The Burrell Engineering and Construction Co. has the contract for William A. Whiting's 15,000-bushel elevator at Washington, Iowa. It is expected to be completed March 1.

Repairs and a general overhauling are being made by the Edmonds-Londergan Co. on its elevator at Matlock, Iowa. In this respect the example of the Western Co. is being followed.

As yet papers have not been signed for the lease of the new \$100,000 terminal elevator to be erected by the business men at Sioux City, Iowa. The E. Rosenbaum Grain Co. of Chicago is negotiating for it.

About \$3,000 has been subscribed towards the organization of the Co-operative Elevator Co. at Abbott, Iowa. Ben Bleeker is president; John De Vries, vice-president; D. M. Leach, secretary, and Heyl Boyenga, treasurer.

OHIO, INDIANA AND MICHIGAN.

Bert Edgett of Buckley, Mich., is dealing in grain.

E. F. Shepard at Chagrin Falls has sold out to The Coates Co.

A Mr. Kent of Saranac will build an elevator at Marion, Mich.

A new elevator is going up at Newport, near Rockwood, Mich.

J. H. Travis will erect an elevator at Thurman Station, near Fort Wayne, Ind.

George Friday of Iadville, Ind., has sold his elevator to Monticello parties.

B. T. Holser & Co.'s elevator at Walkerton, Ind., has been completed and opened.

The new elevator of 50,000 bushels' capacity is handling grain at Wellsboro, Ind.

A new elevator will replace the one burned down seven years ago at Mt. Cory, Ohio.

E. W. Finch has disposed of his elevator at Veedersburg, Ind., to John Reicharn of Yeddo.

William Gray Jr. of Romeo, Mich., contemplates building a new grain elevator in the spring.

C. S. Burdoin has purchased a half interest in the S. Bash & Co. grain elevator at Aboit, Ind.

Frank Fall of Lebanon recently acquired an elevator at Marshfield, Ind. He formerly was at Darlington.

A grain elevator will be erected at Coral, Mich., early in the spring, by the Michigan Cereal Co. of Port Huron.

Articles of incorporation have been granted the Hollet-Winders Grain Co. of Arcadia, Ind., which is capitalized at \$10,000.

The new 25,000-bushel Grogan & Harrington Elevator at Freeland, Ind., is receiving grain, having been completed late in December.

It is possible the Cincinnati Grain Elevator at West End Cincinnati, which was abandoned by the C. H. & D. Ry. people, will be rebuilt.

M. E. Corning, a prosperous farmer, is building an elevator 40x100 feet in size and two stories high, with basement, at Buckley, Mich.

Schulenberg Bros. & Weber have succeeded Schulenberg Bros. in the grain business at Huntington, Ind. The firm was Silver & Weber a year ago.

Incorporation papers have been secured by the Sheridan Elevator Co. of Sheridan, Mich., which is capitalized at \$10,000. All but \$2,000 of this has been subscribed.

Lancaster Bros. & Co., proprietors of the Vandalia Elevator at Fort Wayne, Ind., are installing new machinery, including a corn sheller with 300 bushels' capacity per hour.

The Allis-Chalmers Co. is building a 24x48-inch Heavy Duty Engine, to be installed in the Veigo Elevator at Terre Haute, Ind., belonging to James Stewart & Co. of Chicago.

Wm. Gray Jr. has purchased the entire business of Bliss & Bartholomew at Romeo, Mich. He will operate a 25,000-bushel grain and bean elevator, a hay shed 50x100 feet in size and a coal business.

The Warren Elevator Company of Warren, Ind., was incorporated in December by Charles H. Good, James F. Good and Edwin M. Mossburg, to own, construct and operate grain elevators. It is capitalized at \$24,000.

Early in January Studebaker, Sale & Co. sold their elevator at Warren, Ind., to the Warren Elevator Co. Doctors Charles and Jonas Good, Frank Good and Ed. Mossburg compose the company and Frank Good is manager.

William B. Gallagher, a grain dealer of Buffalo, N. Y., bid in the cargo of 45,000 bushels of No. 1 wheat on the grounded steamer Phoenix. The sale took place at Sandusky, Ohio, and 43 cents per bushel was the highest bid.

The 10,000-bushel elevator at Lawrence, Mich., will be completed about February 1. It is a combination grain and bran elevator for the Stockbridge Elevator Co. of Jackson, Mich. The Burrell Engineering and Construction Co. is the contractor.

The Union Elevator Co. is erecting a large addition to its plant at Cleveland, Ohio, which will be devoted to storage purposes. When completed the plant will have storage room for about 1,200 tons of straw and hay and 250,000 bushels of grain. The company recently installed automatic

bagging machinery and have made a number of improvements for the rapid handling of grain. They report business prosperous.

Incorporation papers have been granted the Keilman-Kimmet Co. of Lowell, Ind., to operate a grain elevator. The firm has a capital stock of \$10,000 and is represented by Leonard Keilman, J. L. Keilman, H. L. Keilman, Albert Foster, J. A. Emmett and W. A. Tull.

Lyons, Esson & Light of Brook, Ind., are now operating their new elevator recently completed at Beaver City, Ind. The plant is equipped with a steam engine, boiler and a constant sheller. It takes the place of the house destroyed by fire last August. Fred Friedline was the architect.

The \$40,000 elevator erected by Webster & Co. for the Big Four Railroad at St. Joseph, Mich., in 1891, has been sold and dismantled. Becker & Jacobson, Jewish bargain hunters of Benton Harbor, bought it for \$700 cash, and dismantling it sold the material at a handsome profit. The elevator has been idle nearly all its life, though equipped with the finest machinery. It was built for the purpose of making St. Joseph a great shipping point, but somebody's "pipe went out."

THE DAKOTAS.

The new elevator at Osceola, S. D., is receiving grain.

The farmers' elevator at Ryder, N. D., is nearing completion.

McMillan's Elevator at Ryder, N. D., is fast nearing completion.

A farmers' elevator company is proposed for Sykeston, N. D.

The Rhine Elevator is completed and operating at Florence, S. D.

Irey's Elevator at Ryder, N. D., is completed and receiving grain.

A farmers' elevator company has been organized at Stirum, N. D.

Reiner & Schulz have their elevator at Aurelia, N. D., nearly completed.

Warner, S. D., will have a farmers' elevator company in the near future.

Reid & Sorlie will build an addition to their elevator at Grand Forks, N. D.

Another elevator is being erected at Gunthorp, N. D., by the Thorpe Elevator Co.

B. L. Gulden of Heaton is erecting a 60,000-bushel elevator at Sykeston, N. D.

J. H. Lockwood & Co., grain dealers of Rugby, N. D., have dissolved partnership.

A 25,000-bushel elevator is being erected by the Atlantic Elevator Co. at Fingal, N. D.

One elevator is receiving grain at Aurelia, N. D., and a second is rapidly approaching completion.

Some \$3,000 worth of stock in the proposed Farmers' Grain & Live Stock Co. at La Bolt, S. D.

J. G. Sammelson has practically completed his new elevator at the new town between Woonsocket and Letcher, S. D.

John Raugust of Parkston, S. D., has purchased an interest in the Grosz Elevator at Underwood, N. D., from Karl Klein.

The Hawkeye Elevator Co. is constructing an elevator at Wetonka, S. D., which will have a capacity of 30,000 bushels.

James E. Phelan, Charles J. Phelan and Ruth L. Phelan have incorporated the Western Lumber & Grain Co. at Fargo, N. D.

G. K. Jordet has built a flat house at Finley, N. D., which has a capacity of 21,000 bushels. It is 16 feet high and 16x100 feet in size.

Wheat is being received at the new Peavey Elevator in Salem, S. D. Mrs. F. H. Putnam had the honor of starting up the machinery.

C. S. Nahle of Denbigh, N. D., is behind a movement for a farmers' elevator and mill and desires to hear from architects, contractors and machinery men.

A \$50,000 farmers' elevator company is being organized at Edgeley, N. D. L. A. Neland, A. C. Brodtkorb, C. C. Washburn and others are interested.

A. T. Christ, C. A. Searle, E. Kramer and others are organizing a farmers' elevator company at Dickey, N. D. It is proposed to erect a 60,000-bushel elevator.

Paul Kniss, manager of Dunbar's Elevator at Souris, N. D., has built a 10,000-bushel bin adjacent to the elevator as a temporary relief until the car shortage is remedied.

Though in years past it has been the custom of elevator men in the Northwest to cancel the insurance on the wheat they hold in storage, James Caldwell of Manvel, N. D., has lately renewed his and writes the insurance solicitor that if the pres-

ent car shortage keeps up he will be forced to take out a life policy.

It is planned to erect a farmers' elevator at Chester, S. D., a town on the South Dakota Central. Many farmers in that section are handicapped because there are few or no railroads.

Recently the Farmers' Elevator Co. of Hebron, N. D., was incorporated with a capital stock of \$10,000. Those interested are W. Bratzel, Christ Birkmaier, John Elmer, August Rietz and others.

SOUTHERN AND SOUTHWESTERN.

Deidel Bros., grain dealers of Little Rock, Ark., have dissolved.

J. F. Skarenberger of Nashville, Tenn., is closing out his grain business.

D. L. Upton of Colorado Springs, Colo., will build an addition to his grain elevator.

The Farmers' Union is considering the construction of an elevator, mill, etc., at Guymon, Okla.

Early last month the Farmers' Grain Co. of Cranfill's Gap, Texas, was incorporated with a capitalization of \$6,500.

J. W. Beckwith of El Paso, J. E. Ervine and J. E. Bishop of Houston have joined in incorporating the El Paso Grain Co. of El Paso, Texas. The corporation has a capital stock of \$6,000.

The Hamiter-Busby Mill and Elevator Co., Ltd., of Shreveport, La., has been incorporated with a capital stock of \$250,000. W. E. Hamiter is president; J. L. Busby, vice-president, and R. L. Holston, secretary.

The Monarch Grain Co. has incorporated with a capital stock of \$20,000 at Hopkinsville, Ky. There are 200 shares of stock at \$100 each. Among those interested are W. D. Stowe, Thomas H. Harned and Dr. J. B. Jackson.

The Rankin & Whitaham Co. of Rankin, Ill., has just completed a second elevator on their Missouri ranch, near Triplett. The plant was built by Fred Friedline and is located on the Atchison, Topeka & Santa Fe tracks.

J. A. Horn, the well-known elevator builder, has been awarded the contract for the 100,000-bushel terminal elevator of the Capital Grain & Elevator Co. of Oklahoma City, Okla. About \$50,000 will be expended.

The J. H. Wilkes Co., grain dealers, has been incorporated with a capitalization of \$15,000, at Nashville, Tenn. The incorporators are J. H. Wilkes, Tim H. Moore, R. H. McClelland, Sam C. Wilkes and J. T. Pope.

A recent incorporation is the Plains Lumber & Grain Co. of Happy, Texas, which is capitalized at \$25,000. J. O. Bradenbaugh, former president of the Kansas City Board of Trade, is president, and L. C. Cobb is secretary.

Work has begun on the new 500,000-bushel elevator for the Midland Mill Co. at Muskogee, I. T. It will be fitted up with a feed and alfalfa mill. C. J. Wolaver will manage the plant under the supervision of R. N. Conyers.

The elevator for the Dabney Brokerage Co. at Newport News, Va., is completed. It is equipped with an 18-inch Monarch Attrition Mill, automatic power shovel, a 500-bushel Richardson Automatic Scale, three General Electric Motors and one stand of elevators. It was built by the Burrell Engineering and Construction Co.

The Davis & Andrews Co. of Memphis, Tenn., are starting a new 40,000-bushel elevator and 1,900-barrel corn mill. The new buildings and equipment will replace the plant burned some months ago. Fred Friedline will build the elevator and the Essmuller Mill Furnishing Co. of St. Louis will equip the mill, which will be constructed under the supervision of John B. Watkins.

MINNESOTA AND WISCONSIN.

The elevator at Lakeland, Minn., is nearing completion.

Theodore H. Lampe has sold his elevator at Verdi, Minn.

A new 12,000-bushel elevator is going up at Cologne, Minn.

C. Hill has purchased Herman Miller's elevator at Jackson, Minn.

Workmen are enlarging the old Richardson Elevator at Bird Island, Minn.

J. J. Hynes has added a hay and straw warehouse to his elevator at Rosemount, Minn.

Ole Peterson has closed out his elevator at Nye, Wis., and has assumed charge of the sheriff's office.

Byrnes Bros.' new elevator at Weiroch, Minn., a new town on the Milwaukee Railroad, is completed and receiving grain.

The Union Terminal Elevator Co., capitalized at \$175,000, has been incorporated at Minneapolis, Minn. Those named in the papers include Alfred

F. Pillsbury, Charles S. Pillsbury, John S. Pillsbury Jr., Edwin Dodge and Daniel Raymond.

Tennant & Hoyt are rebuilding their mill and elevator, which burned recently at Lake City, Minn.

The farmers of New Richmond, Wis., have again opened their co-operative elevator. The property has been leased for some time.

Farmers around Correll, Minn., who built an elevator some years ago, and subsequently sold it, are now endeavoring to have the sale set aside so that they can again operate the plant.

A farmers' company, with about \$20,000 capital stock, is being organized at Jasper, Minn. It has not been decided whether to buy or build an elevator. J. W. Wehrman is president pro tem.

The Cargill Elevator Co. of Minneapolis, Minn., purchased Elevator T, formerly operated by the Spencer Grain Co., for the consideration of \$38,500. It was sold for the benefit of the creditors of the bankrupt concern. The elevator was erected at a cost of \$85,000.

Arrangements have been made by Mr. Hanson of the Hanson & Bartz Milling Co. of Thief River Falls, Minn., for the construction of two elevators of 50,000 and 75,000 bushels' capacity, respectively, to be constructed in the early spring at Badger and Roseau. A flour storage and exchange will be operated in connection.

In accordance with the provisions of the will of the late F. H. Peavey, articles of incorporation for the F. H. Peavey Co., capitalized at \$3,500,000, have been filed under the laws of West Virginia. The will provided that this be done at the expiration of five years from the time of Mr. Peavey's death. The firm is incorporated by G. W. Peavey, F. T. Heffelfinger, F. B. Wells, C. F. Deaver and F. L. Moffett, all of whom have been actively engaged in the business for many years.

MISSOURI, KANSAS AND NEBRASKA.

The Brass Elevator at St. Paul, Neb., is fast looming up.

George Graham has acquired the grain elevator at Papillion, Neb.

Work on the Bell Elevator at Osceola, Neb., is progressing rapidly.

J. E. Circle has acquired the T. V. Brown grain business at Kiowa, Kan.

A new 20,000-bushel elevator has been opened at Wahoo, Neb., by John Dolezal.

It is understood the Hord Grain Co. will have a new elevator at Central City, Neb.

H. E. Sturgeon has succeeded Harry Altringer & Co. in the grain business at Ladue, Mo.

The Farmers' Elevator Co. has been incorporated at Lincoln, Neb., with \$10,000 capital stock.

It is said the Nye-Schneider-Fowler Elevator Co. will erect an elevator at Humphrey, Neb.

George Scoular is having a transfer, grinding and sacking elevator built at Superior, Neb.

Worthey & Wine have succeeded Callison & Shale of Clarence, Mo., in the grain business.

Wilson Bros. have disposed of their line of elevators on the B. & M. from Anselmo to Berwyn, Neb.

A new 15,000-bushel elevator is being built by the Fremont Stock Yards and Land Co. at Fremont, Neb.

The Updike Grain Co. and the Gate City Milling Co. are building new elevators at South Omaha, Neb.

D. W. Evans of Auburn has bought the elevator at Bracken, Neb., from the Duff Grain Co. of Nebraska City.

Iron sheeting is being used to cover the new elevator the Lexington Elevator Co. is building at Osceola, Neb.

An increase in the capital stock of \$500,000 has been made by the Crowell Lumber & Grain Co. of Omaha, Neb.

Two galvanized iron-clad elevators are about completed for the Lexington Mill & Elevator Co. of Lexington, Neb.

A 20,000-bushel elevator is nearing completion for the Omaha Elevator Co. about three miles north of Humphrey, Neb.

It is reported the Thorstenberg Grain Co., owning elevators at Gypsum, Kan., and other points in that state, has sold its interests.

A farmers' company has been organized at Mason City, Neb., to build an elevator. P. M. Dooly is secretary of the organization.

The Nye-Schneider-Fowler Elevator, with a capacity of 1,000,000 bushels, has been completed at Omaha, Neb., and was opened on January 1.

The Heyne Grain Co. of Oakland, Neb., was forced to turn 2,000 bushels of corn over to the Nehling Elevator Co. because of the lack of cars to dispose of that on hand. The former com-

pany recently installed a new 6-horsepower gasoline engine to replace the smaller one in use.

Bonawitz & Osborn, grain dealers of Hebron, Neb., having dissolved partnership. Mr. Bonawitz has acquired an elevator from Mr. Panzeram.

Because of the lack of cars the Wells-Abbott-Nieman Co. of Schuyler, Neb., has been obliged to pile wheat on the ground along the tracks.

The Farmers' Elevator Co., which lately acquired the elevator at Cozad, Neb., from T. L. Carroll of Gothenburg, may increase the capacity of the plant in the spring.

Plans are in embryo for the increasing of the Crowell Grain & Lumber Co.'s steel grain storage tanks at Omaha, Neb., from 125,000 bushels' capacity to 500,000 bushels' capacity.

Recently the Farmers' Elevator Co. of Omaha, Neb., sent out circulars advising the farmers to hold their corn until after colder weather or until the corn had dried out more.

J. D. Lemmon of Staplehurst, Neb., is having an elevator of 20,000 bushels' capacity built. It will have concrete hopper patterns for all bins extending below the working floor.

On the occasion of the opening of the new elevator at Delavan, Kan., a burg of 100 inhabitants, a reception was given and more than 400 persons attended. A new bank was opened at the same time.

Douglas Cain, a miller, and Sam Harburger, a lawyer, have formed the Corn Belt Grain Co. of Atchison, Kan., and will handle grain in the Cain Elevator. They have an office in the Atchison National Bank building.

The West Grand Island Live Stock Co. of Grand Island, Neb., has let the contract for a 20,000-bushel elevator, to be fitted with a 20-horsepower Fairbanks Hopper Scale, steel wagon scale and a 500-bushel hopper scale, as well as a large feed mill.

WESTERN.

A new grain elevator will be erected at Columbus, Mont.

New elevators are to be built at Belfry and Bridger, Mont.

D. J. Kirk, C. E. Burlingame and R. H. Wellman have incorporated the Hudson Bay Grain Co. at Milton, Ore. It is capitalized at \$2,000.

The Independent Elevator Co., composed of Palouse farmers, with offices in Spokane, Wash., propose erecting a line of elevators. E. W. Swanson is the company's superintendent.

Recently articles of incorporation were secured by the Western Grain & Supply Co. of Portland, Ore. The company is capitalized at \$10,000 by C. P. Doe, G. L. Campbell and I. C. Sanford.

The St. Anthony Milling and Elevator Co., which recently succeeded Scott, Pierce & Co. at St. Anthony, Idaho, propose to construct an 80,000-bushel grain elevator. Mr. Scott will remain in charge of the company's interests. The company may erect large warehouses and add improvements to its 100-barrel mill.

CANADIAN.

Redvers, Sask., believes there is a good business for the man who will build an elevator there.

The British-America Elevator Co. is erecting a new elevator at Vonda, Sask., the third for the town.

Recently the Alameda Farmers' Elevator & Trading Co., Ltd., of Alameda, Sask., sold its implement business.

It is announced that the Brackman-Kerr Milling Company has purchased the elevator at Didsbury, Alta., from the Didsbury Elevator Co.

During December a charter was granted the Dunlop-Michaud Grain Co., capitalized at \$50,000, to carry on a general grain and commission business in Canada, with headquarters at Winnipeg.

Because of the loss of a barge carrying 37,500 bushels of wheat consigned to the Ogilvie Flour Mills Co., Ltd., the Richelieu and Ontario Navigation Co. has been defending a suit in the courts at Montreal, Que., for a damage claim of \$22,606.01.

George H. Hanna, manager of the Montreal Warehousing Co. of Montreal, Que., reports a very successful year at the Windmill Point Elevator, where he has handled 11,000,000 bushels of grain, of which 3,000,000 bushels were loaded direct on carriers and 500,000 bushels on barges.

A charter has been secured in Canada by the Farmers' Grain Company of Manitoba, which is fostered by a number of North Dakota and Minnesota men. The company has already erected two 50,000-bushel elevators and is now planning two others on the Brandon & St. John line, a branch of the Great Northern. In the spring the Canadian farmers will be given the opportunity

of purchasing stock in the company. The promoters of the company have fourteen elevators in the Dakotas.

Reports from Ft. William, Ont., state the Ogilvie Flour Mills Co., Ltd., has progressed most rapidly in the reconstruction of its elevator, which collapsed some months ago. The foundations were completed some weeks ago and work on the steel framework will go on through the winter so as to have the building ready for use in the early spring.

THE EXCHANGES

The annual election of the Philadelphia Commercial Exchange will occur on January 29.

Annual dues of the Chicago Board of Trade have been fixed by the directors at \$75 for 1907.

Members of the Philadelphia Commercial Exchange indulged in the annual "sample battle" on December 31 to mark the passing of the old year.

The annual banquet of the Pittsburg Grain and Flour Exchange was held recently at the Monongahela House, winding up with a musical program.

The directors of the Toledo Produce Exchange have adopted the grain grades formulated by the Uniform Grades Congress at Chicago on December 11-13.

Music and vaudeville were the principal features of the Boston Chamber of Commerce's New Year celebration. Mayor Fitzgerald was one of the speakers.

A new rule has been adopted by the grain committee of the Little Rock (Ark.) Board of Trade which provides for arbitration of disputes among members.

Additional telegraph facilities have been provided for the Winnipeg Grain Exchange. There are now direct wires to Chicago, St. Paul, Minneapolis and other points.

This office begs to acknowledge the receipt from the Philadelphia Bourse of the annual calendar memorandum, and ticket of admission to Bourse privileges for 1907.

J. Finley Barrell resigned from the directory of the Chicago Board of Trade, to take effect January 14. This necessitated the election of seven directors, instead of five, at the annual meeting, January 7, as another director, J. F. Harris, had resigned some time ago.

It is possible that a 10-story addition may be built to the Minneapolis Chamber of Commerce. A committee composed of the following gentlemen has the matter under consideration: H. F. Douglas, chairman; G. F. Piper, John Washburn, C. M. Harrington and P. L. Howe.

The passing of the year 1906 was signaled by members of the Corn Exchange of the Buffalo Chamber of Commerce in an interesting manner. A formal program, which included speeches, music and a buffet lunch, was carried out, but the real interest of the occasion centered in the informal "high jinks" indulged in by the frolicsome brokers.

The last of the \$270,000 borrowed in 1894 to erect the present building of the Duluth Board of Trade has been paid, the final assessment of \$50 per member having been paid on December 28. It is planned to enlarge the building at a cost of \$100,000 to \$125,000, and it is probable that a short-time loan, to be paid out of the earnings, will be secured.

The directors of the Chicago Board of Trade took action in the case of George S. McReynolds on December 18, when he was unanimously expelled from membership. This followed his conviction in the courts of shipping out 26,775 bushels of oats from his elevator without canceling the receipts, which had been hypothecated with the Corn Exchange Bank as security for a loan. McReynolds failed in January, 1906, with liabilities of \$950,000.

E. O. Stanard, the oldest surviving ex-president of the St. Louis Merchants' Exchange, was presented with a silver loving cup by former presidents of the Exchange on January 5, the occasion being his seventy-fifth birthday. The presentation speech was made by David R. Francis, following a brief address by retiring President Manley G. Richmond. Mr. Stanard was visibly affected by the heart-felt words of Mr. Francis and made an appropriate response.

The Winnipeg grain exchange will amend its rules to provide that when a member is expelled as a result of a violation of the rules in matters not involving matters of business integrity, such expulsion will not carry with it inability to do business with members of the Exchange in good standing. The rule was amended to meet the

objections raised by the expulsion of the Grain Growers' Company, which will now be able to do business with other members.

Chas. F. Macdonald, for many years city editor of the Duluth Evening Herald, has been appointed secretary of the Duluth Board of Trade to succeed the late H. B. Moore.

Capt. B. A. Jacob, for 25 years secretary and treasurer of the Richmond (Va.) Grain and Cotton Exchange, was presented with a loving cup by members of the Exchange. The cup is of solid silver, lined with gold, and has a card upon it bearing the following inscription: "From the Richmond Grain and Cotton Exchange to Captain B. A. Jacob, December 25, 1906. In appreciation of faithful and intelligent service as its secretary for 25 years."

KANSAS CITY ELECTION.

The annual election of the Kansas City Board of Trade was held on January 8, when the following were elected: President, T. J. Brodnax; vice-president, F. G. Crowell; directors for two years, C. P. Moss, L. A. Fuller, F. J. Delany, R. T. Morrison, W. A. Hinchman and W. W. Cowen.

NEW OFFICERS AT BUFFALO.

The new officers elected by the Buffalo Chamber of Commerce on January 9 are as follows: President, William H. Gratwick; vice-president, William H. Andrews; treasurer, John H. Lascelles; trustees, James N. Byers, E. M. Husted, John H. Baker and Jacob J. Siegrist. There were two tickets in the field, both headed by Mr. Gratwick, whose election was thus made unanimous.

THE CINCINNATI ELECTION.

The annual election of the Cincinnati Chamber of Commerce developed a contest, but the winning candidates were given safe majorities. W. A. Bennett, who was the regular candidate, was chosen president and carried with him his entire ticket, as follows: Vice-president, Robert P. Gilham; treasurer, Henry Vogel; secretary, August Ferger; directors, James A. Loudon, Harry E. Meyer, Charles Lewis, S. C. Matthews and Henry M. Rubel.

ELECTION AT ST. LOUIS.

Members of the St. Louis Merchants' Exchange elected the following officers for 1907: President, George H. Plant; first vice-president, Edward Devoy; second vice-president, Edward E. Scharif; directors, Marshall Hall, George F. Powell, V. M. Jones and Nat L. Moffitt.

The new officers were installed on January 8, when the retiring board of directors held its final meeting and passed the following resolution, offered by Vice-President W. H. Danforth:

"The board of directors desire to bear testimony to the valuable services rendered the Exchange by Mr. Manley G. Richmond, its president during the past year, who, by his devotion to the duties of his office, and by his careful, conservative and thoroughly efficient management of the affairs of the Exchange, has promoted its welfare and added to its prestige as the leading commercial organization of the city; therefore, be it

"Resolved, That a unanimous vote of thanks be and is hereby tendered to Mr. Richmond for his unselfish and untiring devotion to the interests of the Exchange."

George H. Morgan was re-elected secretary. The appointment of other employees was referred to the finance committee, to be reported to a meeting on January 15. The price to be paid for redemption of certificates of deceased members was fixed at \$200. The appointment of flour inspector, provision inspector and seed inspector was placed in the hands of the finance committee. A communication inviting the exchange to become a member of the Mississippi Valley Export and Import Association of New Orleans was referred to the president with power to act.

Among the standing committees for 1907 are the following: Membership—Edward Devoy, chairman; Nat L. Moffitt and Vincent M. Jones. Traffic Bureau, Board of Managers—Marshall Hall, chairman; William H. Danforth, Samuel Plant, F. P. Brockmann, George F. Powell, E. L. Waggoner, F. W. Steele, P. M. Hanson and A. P. Richardson. Department of Weights—Manning W. Cochrane, chairman; George C. Martin Jr., C. W. McClellan, F. P. Brockmann, W. A. Miller, O. A. Orvis, John J. Schulte, Edward Devoy and R. P. Annan Jr. Rules—George F. Powell, chairman; Thomas B. Teasdale, B. L. Slack, Eugene C. Dryer and F. W. Steele. Contracts for Future Delivery—Vincent M. Jones, chairman; C. W. Isaacs, Samuel Plant, B. H. Lang and M. J. Connor. Special Committee of Appeals—William A. Gardner, chairman; F. C. Orthwein, James W. Garneau, W. B. Anderson, Edgar D. Tilton, Ben P. Corneli and Cary H. Bacon. Market Reports—Nat L. Moffitt, chairman; Ben S. Lang, F. L. Wallace, Louis Helm and E. W. Gessler. Grain—Chris Bernet, chairman; T. B. Morton, Bert H. Lang, John Dower, E. Hodgkins, Edward Devoy

and W. T. Hill. Barley—Charles H. Teichmann, chairman; Augustus A. Busch, Charles Ehlerman, George Spieler, Paul H. Griesedieck, Henry Koehler Jr. and Henry Griesedieck Jr. Flour Inspection—W. J. Smith, chairman; Henry Berg, secretary; Edgar D. Tilton, Robert H. Leonhardt, John C. Fischer, Victor Goetz, W. C. Dickinson and Chris Bernet. Seeds and Castor Beans—Fred S. Plant, chairman; C. W. Blow, Robert W. Pommer, C. F. Beardsley and J. O. Allen. Hay—John J. Schulte, chairman; Daniel W. Clifton, George W. Morton, Robert J. Bergmann, E. H. Brinckmeyer, Henry W. Mack, Charles G. Simon, J. W. Dye and Daniel S. Mullally.

TOLEDO ELECTS OFFICERS.

The annual election of the Toledo Produce Exchange was held on January 7 and resulted as follows: President, Frederick Mayer; first vice-president, Charles S. Burge; second vice-president, Cyrus S. Coup; secretary, Archibald Gassaway; treasurer, William W. Cummings; directors, Frederick O. Paddock, Charles L. Cutter, Henry L. Goemann, Frank I. King, Frederick J. Reynolds, William H. Morehouse, James E. Rundell, Ezra L. Southworth, William H. Haskell, Ernest W. V. Kuehn; committee of arbitration, A. Mennel, H. W. DeVore, John Wickenhiser, W. E. Cratz, Herman Philipps, Raymond P. Lipe, James T. Mattimore; committee on appeals, A. W. Boardman, D. W. Camp, J. H. Bowman, Charles L. Reynolds, E. N. Crumbaugh, A. W. Bunce, A. B. Cutter, Geo. B. McCabe, F. W. Jaeger, W. E. Stone, F. W. Rundell.

CHICAGO'S ANNUAL ELECTION.

The annual election of officers and directors of the Chicago Board of Trade, which was held on January 7, was devoid of anything like sensational features, no opposition having developed to Hiram N. Sager, who was unanimously chosen president. John A. Bunnell was elected vice-president.

Five directors were chosen for the regular term of three years and three for one year to fill the unexpired terms of Finley Barrell, J. F. Harris and Hiram N. Sager, who had resigned from the present board. A. J. White, Frank M. Bunch, Charles H. Sullivan, Charles Baker and Frank B. Rice were the successful candidates for the three-year term. Thomas Y. Wickham, Harry Boore and John J. Keller won in the race for directors for one year.

There was no contest for the positions on the appeals and arbitration committees, the candidates being the same on both tickets. James R. Dalton, Julian McDermid, Harry C. Seymour, Henry R. Boomer and Frederick W. Scott were chosen for a two years' term on the appeals committee, and Lucius A. Calkins and Charles F. Hatley for a term of one year to fill vacancies. For the regular two years' term on the committee of arbitration George T. Carhart, C. F. Schneider, John Tredwell, J. J. Fones and Fred D. Stevens were elected. Richard C. Russell was elected a member of the arbitration committee for a term of one year.

GRAIN MOVEMENT AS A FACTOR OF AMERICAN COMMERCE.

In a resumé of the trade and commerce of the United States for the year 1906, made for the New York Herald, Edward Gendar Ward, internal commerce expert of the Department of Commerce and Labor, gives the following important and significant facts relative to the movement of grain as a factor of our commerce:

"Grain movements to and from interior primary markets, while not necessarily closely bearing upon production, form one of the most striking features of our nation's commerce, and are one of the chief sources of revenue for what are known as the trunk and gulf lines, and also for many of the steamship lines operating on the great lakes.

"During the fall and early winter of each year the movements of cereals are extremely heavy, the demands upon the new crops at consuming centers, both at home and abroad, being very great, in order that depleted stocks may be replenished. As all grains are among the most nonperishable of our food products, they may, under favorable conditions, be stored, so that certain localities often accumulate sufficient quantities to meet all requirements for a year or even longer.

"At fifteen of these great concentrating points the receipts of the five leading cereals during 1906 aggregated approximately 800,000,000 bushels, probably slightly in excess of corresponding arrivals in 1905, and between 95,000,000 and 100,000,000 greater than those in 1904, the gains in corn and oats being more than sufficient to offset the losses which occurred in wheat, rye and barley.

"Estimating that each grain car arriving at these markets carried 40,000 pounds, it would have taken more than a million cars to deliver the year's grain, while, should the shipments from

these points also be included, the required number would have been increased to about a million and three-quarters, almost equaling the entire freight car equipment of the country and constituting a single train more than 10,000 miles long.

"Although the preceding figures point to an increased grain traffic for the year just closed, comparisons for what may be termed crop periods show directly opposite conditions. While it is recognized that crop years of all grains do not begin on the same dates, it is nevertheless believed that a given period may be used which, although overlapping in certain instances, will serve the purpose intended.

"The following table is therefore presented as bearing on the movement of each year's production, and shows that during the three months ending November 30, 1906, interior grain receipts fell off 37,321,631 bushels as compared with like arrivals in 1905. Wheat, oats, barley and rye are accountable for the shrinkage, as the corn receipts showed an important gain. In view of the fact that the Department of Agriculture has estimated a larger wheat crop for 1906 than for the preceding year and that grain men are generally blaming the car shortage for the smaller wheat movement, the large increase in corn arrivals for the months specified (more than 3,000,000 bushels) is of peculiar significance. The ability, however, of the farmer or others to hold the grain at or near the place of production in anticipation of higher prices is a point worthy of consideration in this connection, although not apparently applying to any great extent to recent conditions.

Receipts of Grain—			
Three months ending November 20.			
	1904.	1905.	1906.
Grains—	Bushels.	Bushels.	Bushels.
Wheat	95,773,780	107,977,522	88,364,517
Corn	48,500,156	54,517,791	57,804,608
Oats	58,194,555	80,162,946	72,217,936
Barley	36,641,096	41,355,371	29,423,404
Rye	4,190,458	4,680,089	3,541,623

Totals 243,300,045 288,693,719 251,372,088

"Another interesting feature of the distribution of our surplus grain crops is their eastbound trunk line movement from Chicago and Chicago junction points. These movements, which are the largest of the kind from any given traffic center, not only of the country but of the world, aggregated during 1906 about 114,000,000 bushels, compared with 112,220,000 in 1905, and 90,501,000 in 1904.

"How keenly the lake lines compete for eastbound movements of this character is shown by stating that during the year to November 30 the shipments of all grains by water from Chicago amounted to 54,160,118 bushels, against 112,508,884 bushels shipped by rail, while, were it not for the insignificant lake movement of oats and barley, largely caused by their comparative bulk, favoring an almost exclusive rail movement, the advantage would be largely on the side of the water lines. With regard to the movement of wheat from that city it is interesting to note that only twice during the last thirty-five years have the eastbound rail shipments been heavier than those by lake, and in one of these instances was undoubtedly occasioned by a protracted strike among steamship employees.

"At Duluth, where the longer water haul is still more favorable to through shipments by lake, the water carriers have been even more successful. In fact, this undoubted ability on the part of the great lakes to control a large proportion of the traffic coming within the sphere of their influence has been one of the strongest and most practical arguments used by those in favor of deepening and connecting certain of our great interior waterways.

"At Buffalo the accumulation of lake grain was somewhat in excess of what it was during 1905, although aggregate eastbound shipments showed a heavy loss by similar comparisons. In view of the possible effect of recent car shortages upon grain shipments from that city, it is of interest to note that while canal movements show a heavy increase during the past few months over like activities in 1905, the rail shipments present a much larger decrease.

"As the former route has been steadily losing its share of the grain traffic during recent years, such a sudden change of front is significant and indicates an inability on the part of the railroads to promptly handle all the grain offered. It also points to a strong effort on the part of shippers to reach the seaboard by the slower but more accessible route, in order to protect contracts presumably largely made with regard to export movements. Whether this can be accepted as a prediction of success for the Erie Canal as a grain carrier, after the present improvements have been completed, is an open question.

"At other lower lake ports water receipts of

grain were in the aggregate considerably heavier than in 1905.

"Grain receipts at Boston, New York, Philadelphia, Baltimore and New Orleans during the year aggregated approximately 234,800,000 bushels, which was 20,000,000 bushels in excess of corresponding movements in 1905, and \$100,000,000 greater than those for 1904.

"While both Boston and New York showed an improvement as to total movement, they suffered a great loss in corn arrivals, a larger quantity than usual of this grain finding an outlet to foreign countries through the ports of Philadelphia and Baltimore. This diversion of traffic was caused not only by more favorable freight rates, but by the recent installation of drying devices in certain elevators, thus insuring the condition of the grain upon its arrival in Europe. Grain receipts at Atlantic and Gulf ports for three years were as follows:

Ports—	1904.	1905.	1906.*
Boston	16,200,855	24,747,307	27,200,000
New York	16,116,275	90,996,932	91,350,000
Philadelphia	14,811,731	23,697,988	28,450,000
Baltimore	18,215,220	31,973,880	40,400,000
New Orleans	12,296,487	31,023,070	35,250,000

Totals122,640,568 202,439,177 222,650,000

*In the figures for 1906 the December receipts are partially estimated.

"The increase in grain receipts at New Orleans, as indicated in the above statement, emphasizes the growing importance of the Gulf gateways as places of natural outlet for a large part of the cereals destined for foreign consumption. Although the many advantages of the eastern route, embracing, as it does, through movements by either rail, rail and water, or all water, exert a powerful influence, actual distances are becoming more of a factor, owing to the increase in and greater efficiency of the north and south roads, while the constant shifting of the grain areas is bringing a larger share of surplus production nearer the Gulf.

"Considering that New York and New Orleans are practically the same distance from Chicago; that Omaha, St. Louis and Kansas City are nearer to Mobile, New Orleans and Galveston than to any North or South Atlantic port, and that Minneapolis, located in the eastern part of the northwestern wheat region, is somewhat nearer to New Orleans than to New York, it can undoubtedly be affirmed that the bulk of surplus wheat, corn and oats production during 1906 was decidedly nearer by rail to the Gulf ports than to the Atlantic coast.

"Should the efforts of the river and harbor congress, which recently met at Washington, be successful in procuring a legislative enactment for the deepening of the Mississippi River, and for its connection with the great lakes, the effect of the completion of such a system upon the southbound movement of not only export grain, but of many other articles seeking a market abroad, would without question prove important."

THE YEAR'S RECEIPTS AND SHIPMENTS.

Without attempting a review of the year's record in grain, which would be more or less a repetition of the reports familiar to the readers of the daily press, we shall content ourselves here with adding the following official reports of receipts and shipments for 1906 compared with 1905:

Baltimore—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	1906.	1905.	1906.	1905.
Wheat, bu....	6,853,443	4,466,741	4,803,980	2,076,035
Corn, bu....	25,129,469	17,313,847	24,682,981	15,415,604
Oats, bu....	5,674,707	8,592,622	1,894,464	5,123,818
Barley, bu....	97,532	22,437	118,335	.....
Rye, bu....	985,144	335,123	430,278	102,557
Tim. seed, lbs.	34,361	44,234	23,736	15,806
Clo. seed, lbs.	19,029	36,209	4,906	17,532
Hay, tons....	70,444	63,577	23,780	18,087
Flour, bbls....	2,837,338	2,278,039	1,599,045	1,226,033

Buffalo—Reported by F. Howard Mason, secretary of the Chamber of Commerce.

Articles.	1906.	1905.	1906.	1905.
Wheat, bu....	55,544,832	40,436,616	6,301,256	3,563,282
Corn, bu....	25,976,478	32,745,046	4,470,432	889,922
Oats, bu....	23,951,155	25,733,094	6,521,085	5,687,809
Barley, bu....	13,681,058	14,618,495	3,169,618	3,355,329
Rye, bu....	1,433,640	688,452	142,563	127,573
Gr's seed, bu.	266,352	216,754	.....	.....
Flax seed, bu.	15,699,365	12,244,026	\$0,998,928	\$107,741,068
Hay, tons....	.....	750	.....	.....
Flour, bbls....	10,279,334	10,201,100	.....	.....

Cincinnati—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	1906.	1905.	1906.	1905.
Wheat, bu....	4,126,822	3,195,191	3,612,081	2,635,085
Corn, bu....	12,793,810	11,326,222	9,705,157	7,418,723
Oats, bu....	6,789,482	13,474,267	4,378,189	11,140,514
Barley, bu....	1,466,624	1,484,779	863,348	501,928
Rye, bu....	650,806	623,758	272,574	208,662
Malt, bu....	2,000,304	1,402,614	761,826	670,200
Tim. seed, lbs.	35,429	28,029	41,018	29,264
Clo. seed, lbs.	32,436	27,440	23,263	20,054
O. G. seed, lbs.	119,473	114,696	107,261	106,839
Hay, tons....	220,874	131,220	176,112	78,341
Flour, bbls....	1,546,625	1,407,167	998,344	903,615

Chicago—Reported by Geo. F. Stone, secretary of the Board of Trade:

Articles.	1906.	1905.	1906.	1905.
Wheat, bu....	28,249,475	26,899,612	16,788,573	13,922,714
Corn, bu....	98,896,563	110,823,444	78,974,686	91,153,342
Oats, bu....	39,912,881	92,486,761	73,718,199	66,131,725
Barley, bu....	20,811,432	28,074,142	6,924,357	7,374,037
Rye, bu....	2,194,875	2,392,444	1,532,157	1,152,019
Timothy seed, lbs.	38,384,044	53,346,785	16,559,396	15,189,434
Clover seed, lbs.	6,578,551	4,668,715	2,853,322	3,081,364
Other grass seed, lbs.	17,766,565	20,574,443	42,270,611	35,939,590
Flaxseed, bu....	2,086,335	2,890,241	435,171	238,652
Broom corn, lbs.	14,484,560	16,788,684	\$328,844	7,956,898
Hay, tons....	257,927	245,652	33,061	12,335
Flour, bbls....	9,059,329	7,944,955	\$199,628	7,361,867

New Orleans—Reported by H. S. Herring, secretary of the Board of Trade:

Cleveland—Reported by M. A. Havens, secretary of the Chamber of Commerce:

Articles.	1906.	1905.	1906.	1905.
Wheat, bu....	2,016,941	1,063,721	1,177,918	444,203
Corn, bu....	\$816,575	\$621,147	\$160,000	.....
Oats, bu....	\$591,635	9,462,204	3,837,502	6,160,404
Barley, bu....	\$365,994	10,233,315	2,349,161	4,410,817
Rye, bu....	\$229,806	\$190,000	\$2,000	\$500
Flaxseed, bu....	\$158,200	\$95,000	.....	.....
Hay, tons....	7,743	4,000	10,374	10,299
Flour, bbls....	3,000	4,400	1,225	.....
.....	\$1,129,500	\$725,000	.....	.....
.....	56,524	53,709	9,381	10,057
.....	\$118	\$145	.....	.....
.....	64,923	63,219	26,226	27,779
.....	\$50	.....	\$336	\$4,802

*By lake.

Detroit—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	1906.	1905.	1906.	1905.
Wheat, bu....	2,035,011	2,027,743	254,522	282,877
Corn, bu....	5,988,068	6,349,753	1,673,943	1,813,823
Oats, bu....	3,442,353	3,686,373	394,815	469,995
Barley, bu....	1,796,501	2,252,413	17,748	46,979
Rye, bu....	401,710	714,997	419,026	419,890
Flour, bbls....	260,200	293,800	147,300	123,600

Milwaukee—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	1906.	1905.	1906.	1905.
Wheat, bu....	7,832,426	7,576,000	2,642,002	1,766,073
Corn, bu....	5,915,250	3,101,300	5,180,278	2,295,428
Oats, bu....	10,410,350	8,820,500	7,390,451	7,257,495
Barley, bu....	18,063,000	17,249,700	8,706,945	9,219,541
Rye, bu....	1,200,000	1,001,000	749,515	413,785
Tim. seed, lbs.	2,975,089	2,630,593	5,755,597	5,457,984
Clo. seed, lbs.	5,556,164	3,389,664	4,989,914	2,213,590
Flax seed, bu.	352,380	239,500	1,060	9,365
Hay, tons....	21,618	26,070	1,672	686
Flour, bbls....	2,967,540	2,516,630	3,446,954	3,560,905

Minneapolis—Reported by L. T. Jamme, secretary of the Chamber of Commerce.

Articles.	1906.	1905.	1906.	1905.
Wheat, bu....	\$0,694,580	\$3,263,910	\$2,332,970	\$2,152,920
Corn, bu....	3,559,640	3,967,790	2,364,980	595,100
Oats, bu....	23,293,770	25,125,740	23,925,360	11,334,140
Barley, bu....	10,642,050	14,422,550	10,697,180	7,939,810
Rye, bu....	1,624,520	1,590,230	1,436,210	939,940
Flax seed, bu.	10,209,060	8,208,540	6,166,560	2,342,940
Hay, tons....	28,327	31,237	1,100	1,406
Flour, bbls....	246,154	316,828	14,898,348	15,205,872

New York—Reported by the secretary of the Produce Exchange.

Articles.	1906.	1905.	1906.	1905.
Wheat, bu....	24,697,600	11,431,836	19,568,284	6,406,393
Corn, bu....	21,938,715	30,298,430	20,480,189	27,200,432
Oats, bu....	31,206,800	35,721,100	6,091,811	7,234,611
Barley, bu....	6,329,400	9,189,200	4,421,004	5,842,632
Rye, bu....	393,500	338,250	525,767	279,358
Peas, bu....	355,481	406,816	207,783	288,734
Flour, bbls....	6,260,724	6,436,028	3,336,883	2,851,559

Omaha—Reported by Edward J. McVann, secretary of the Omaha Grain Exchange.

Articles.	1906.	1905.	1906.	1905.
Wheat, bu....	10,036,700	6,518,200	7,121,200	5,411,000
Corn, bu....	20,728,400	19,771,300	19,522,400	20,841,000
Oats, bu....	13,355,200	7,776,000	13,113,300	7,545,000
Barley, bu....	181,000	208,000	67,000	212,000
Rye, bu....	229,000	250,000	184,000	292,000

St. Louis—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange.

Articles.	1906.	1905.	1906.	1905.
Wheat, bu....	17,646,005	21,001,852	13,705,703	18,240,660
Corn, bu....	30,725,825	18,067,905	22,551,055	14,547,717
Oats, bu....	28,522,420	19,273,365	23,263,649	16,066,120
Barley, bu....	2,834,300	2,921,183	232,533	281,681
Rye, bu....	543,159	569,706	532,675	492,266
O. G. seed, sks	9,765	39,992	.....	.....
Flax seed, bu.	115,150	149,955	8,655	23,960
Hay, tons....	242,980	246,945	101,219	90,130
Flour, bbls....	2,404,745	2,529,780	2,676,175	3,472,609

Toledo—Reported by Archibald Gassaway, secretary of the Produce Exchange.

Articles.	1906.	1905.	1906.	1905.
Wheat, bu....	4,411,250	4,593,700	1,374,782	2,105,965
Corn, bu....	6,826,200	8,350,650	5,025,050	6,512,740
Oats, bu....	8,405,450	11,044,500	7,547,530	9,203,590
Barley, bu....	7,600	22,650	1,760	16,000
Rye, bu....	191,640	378,600	234,225	233,700
Clo. seed, bgs	50,663	76,881	92,806	67,599

Galveston—Reported by C. McD. Robinson, chief inspector Galveston Cotton Exchange and Board of Trade:

Articles.	1905.	1906.	1905.	1906.
Wheat, bu....	10,844,476	.....
Corn, bu....	8,111,896	.....
Barley, bu....	201,450	.....
Oats, bu....	50,860	.....

Articles.	1906.	1905.	1906.	1905.
Wheat, bu....	5,473,000	809,600	5,675,853	584,334
Corn, bu....	19,340,612	25,652,020	17,337,450	21,937,952
Oats, bu....	6,547,745	2,309,000	5,417,779	894,143
Hay, bales....	625,631	.....	48,781	.....
Flour, bbls....	520,847	497,143	1,219,867	783,108

Through consignments of flour for Europe not included in receipts.

Boston—Reported by Daniel D. Morss, secretary of the Chamber of Commerce:

Articles.	1906.	1905.	1906.	1905.
Flour, bbls....	1,866,469	1,669,145	833,171	504,843
Wheat, bu....	15,392,693	6,271,099	11,702,718	4,595,703
Corn, bu....	4,552,430	11,709,697	4,098,140	10,698,317
Oats, bu....	5,306,086	5,254,192	1,190,156	1,155,156
Rye, bu....	25,228	38,772	.....	.....
Barley, bu....	919,883	1,473,547	1,213,743	897,578
Flaxseed, bu....	220,358	2,986	162,467	.....
Millfeed, tons.	12,540	13,420	2,348	1,979
Cornmeal, bbls.	40,130	35,409	12,796	17,584
Oatmeal, bbls.	174,316	158,397	110,977	78,210
Oatmeal, sacks	73,543	60,174	30,115	81,127
Hay, tons....	148,090	147,050	24,107	114,620
Peas, bu....	80,447	45,541	24,782	12,356

Peoria—Reported by R. C. Grier, secretary of the Board of Trade:

Articles.	1906.	1905.	1906.	1905.
Wheat, bu....	1,203,500	928,200	804,484	720,740
Corn, bu....	15,190,900	14,321,400	8,204,900	7,905,500
Oats, bu....	18,326,000	11,058,300	19,480,900	12,557,800
Barley, bu....	3,063,000	2,501,400	1,101,500	1,676,200

COMMISSION

We acknowledge the receipt of a calendar from Southworth & Co. of Toledo, Ohio.

The A. J. Cummings Commission Company of Minneapolis and Duluth, Minn., suspended business in December.

Dudley A. Tyng & Co. of Chicago has admitted to partnership A. M. Andrews, F. K. Lawrence and H. O. Howard.

Frank B. Rice, recently manager of the wheat department of the Nye-Jenks Grain Co. of Chicago, on January 1 went with the Star & Crescent Milling Co. of Chicago as general manager.

The Dunlop-Michaud Grain Co., with capital stock of \$50,000, has been granted letters patent to carry on a general grain and commission business, with head offices at Winnipeg, Man.

Clement, Curtis & McMullin of Chicago have succeeded the firm of Kneeland, Clement, Curtis & Co. The change was made owing to the retirement of L. D. Kneeland, who has engaged in the mining business in Colorado.

Fred Faulkner, grain broker of Cedar Rapids, Iowa, has been compelled on account of his wife's health to change the plans as announced in our last issue and will go to Denver, Colo., instead of the Southwest. He will engage in the grain brokerage business at that place.

David A. Noyes, Stuart and James Barrell, recently of the Chicago firm of Finley, Barrell & Co., together with Charles T. Atkinson, have formed a partnership to represent A. O. Brown & Co. of New York. They will do a general grain and stock business, with offices in the Railway Exchange Building.

P. B. & C. C. Miles of Peoria, Ill., made a very artistic selection of a painting to supplement their calendar for 1907 now being mailed to their friends. It is a portrait of "Clodia" from the original painting by H. Rondell. Mounted as it is on heavy cardboard, it will be an ornament as well as a useful adjunct of any office.

Philip H. Schiffin & Co. of Chicago are patriotic grain merchants, at least there is evidence of the same in the calendar for 1907 which we have just received. The distinctive feature, aside from the days of the month, is the portrait of a young woman unfurling the stars and stripes. The calendar is full size and will serve as a useful reminder of the Chicago firm.

The property of the Spencer Grain Co. of Minneapolis, Minn., was sold the latter part of December by the local referee in bankruptcy for the benefit of creditors. The property included an elevator in South Minneapolis and personal property and real estate. An involuntary petition in bankruptcy was filed against the company some time ago. The liabilities were scheduled at \$74,463.

The corporate name of the Lasier & Hooper Co., Chicago, was changed on January 15 to the Hooper Grain Co. There will be no change in the corporation excepting in name, the management and officers remaining the same. The officers are J. K. Hooper, president; Ervin A. Rice, vice-president; E. G. Brown, secretary and treasurer. The concern owns and operates the Atlantic Elevator and also operates the Grand Trunk Western Elevator at Chicago. General offices are in the Postal Telegraph Building.

Reynolds Bros. of Toledo, Ohio, who have for the past 25 years remembered their friends with one of the most attractive calendars to appear in the holiday season, have not sent out one this year owing to disappointment in not finding anything of the character to suit them. They extend the compliments of the season to all, however; and, while it may not be denoted by their calendar, yet each day of 1907 they will extend to friends and customers the same good service as in the past.

Harry W. Kress has opened an office in 327 Orr-Flesh Building, Piqua, Ohio, as track buyer of grain and hay. Mr. Kress is well and favorably known to the trade in the Central States, having traveled there extensively. Up to the present time he has devoted about half his time calling upon shippers, having had his headquarters at Cincinnati, Ohio. His business, however, has reached the point where it seems necessary to locate more centrally in order to be in closer touch with the grain and hay shippers of Ohio, so he located at Piqua. He is representing such reliable firms as J. F. Zahm & Co. of Toledo, the Gale Bros. Co. and Union Grain & Hay Co. of Cincinnati, D. G. Stewart & Geidel of Pittsburg and G. A. Hax & Co. of Baltimore. Mr. Kress buys outright for

these accounts and also solicits consignments for them.

The announcement was made on December 31 that the partnership known as F. H. Peavey & Co. of Minneapolis, Minn., had that day expired by limitation, and that in accordance with the provisions of the will of the late Frank H. Peavey a corporation had been organized under the title of F. H. Peavey & Company which had taken over all the assets and assumed all the liabilities of the partnership, continuing the business.

AN OFFICIAL KICKER.

In submitting his annual report to the governor, the attorney-general of Minnesota takes occasion to explain to the public how little he knows of the functions and commercial economy of public grain exchanges, which as a specimen of official density is herewith reproduced. He says:

"It is very apparent from the number of complaints received by this department recently, with reference to the existence of combinations and associations within the state, which were formed for the purpose of restraining trade, destroying business competition and securing a monopolistic control of the markets, that the legislature should give very careful consideration to the revision and elaboration of our present anti-trust laws so as to give the prosecuting officers of the state better opportunity to reach existing evils and successfully prosecute the class of cases referred to.

"In this connection I desire to call attention to sections 3112 and 3113 of the Revised Laws, relating to boards of trade and chambers of commerce. Under the provisions of the present law (which is simply a continuance of the old statutes on the subject) the grain trade of the state has, in my opinion, fallen into the hands of two close monopolies, one situated in Minneapolis and the other at Duluth. These institutions have the absolute control of the grain market of the state and they assume to have, under the law, the power to exclude from membership in their organizations anyone considered undesirable, and the person so excluded is absolutely barred from embarking in the grain trade by reason of its concentration within the organizations referred to. They also assume to have power to prescribe the commissions or rates of profit at which they and their associates shall do business and to prohibit any member from doing business at a less rate than that prescribed.

"They also assume to prescribe the rates at which money shall be advanced by buyers to shippers, and both as to such advances of money and rates of commission all competition is absolutely prohibited under heavy penalties. I do not believe that it is a justifiable public policy to continue on the statute books laws which can in any way be construed to permit the formation or continuance of such associations. There undoubtedly should be central markets for great staples like grain and live stock, but the producers of the state are entitled to be protected against such monopolies as have been formed and assume to find their justification under the laws referred to.

"What has been said of the grain trade is equally true of the live stock business, and here again the producer is the one who must suffer from the lack of competition and the evil practices of the exchange having control of the business, in fixing prices and commissions. I have a case pending which will reach the Supreme Court at its next term, involving the validity of the rules of the Duluth Board of Trade, but this case cannot be determined before the next legislature adjourns and the power of the legislature to remedy this evil is far more ample than that of the courts."

OHIO GRAIN DEALERS' MUTUAL FIRE INSURANCE COMPANY.

Secretary J. W. McCord, of the Ohio Grain Dealers' Mutual Fire Insurance Company, has completed a statement of the finances of the Association for the year 1906. The statement shows that the year was the most successful in the history of the company. The company was organized five years ago, and this year marks the termination of the organization policies written five years ago.

During the year insurance was furnished at the rate of 35 per cent of that charged by stock companies. This is a result never before obtained by mutual companies taking this class of hazards. Practically every insurable elevator risk and stock is covered to the \$2,000 limit. The company has insurance now in force of \$850,000.

The losses for the year were \$5,632.79, and the total expenses about \$3,300. During the five years of its existence the company has saved to its policyholders \$50,000 in the cost of insurance. —Ohio Sun.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Granting Privilege of Inspection and Reselling Corn to Consignee.

A consignee at Texarkana of two carloads of corn shipped from St. Louis refused on the arrival of the corn to accept it unless first allowed to inspect it. This permission was granted, and the consignee after inspecting the corn rejected it. Thereupon the shipper sent an agent from St. Louis, who took charge of the corn and resold it to the consignee for a lower price, the consignee having offered the best price that could be obtained in that market. But the corn had become heated and injured after shipment; and by reason of the refusal of the consignee to accept and the consequent delay the corn had sustained further injury, and the price received was below the contract price. The shipper brought an action to recover the difference.

The case was submitted to the Circuit Court, sitting without a jury, and the court found that the corn was of the kind ordered by the consignee, and that it was in good condition at the time it was delivered to the railway company in St. Louis. The court further found that one of the conditions of the sale was that the liability of the shipper to the consignee should cease when the corn was delivered in good condition to the railway company for transportation to Texarkana, and that, by the terms of the contract, the plaintiff was not responsible for the heating of the corn after delivery to the carrier; wherefore the shipper was given judgment for \$180, which judgment is affirmed by the Supreme Court of Arkansas.

The contention of the consignee, that the permission to inspect the corn included the right to reject it, the Supreme Court says (Arkansas & Texas Grain Co. vs. Young & Fresch Grain Co., 96 Southwestern Reporter, 142), could not be sustained. The shipper granted the right to inspect after the corn had already arrived at Texarkana because the consignee refused to accept unless inspection was granted. This was done in an effort to induce the consignee to accept the corn and did not amount to a waiver of the right of the shipper to claim damages for wrongful rejection.

Neither did the fact that the agent of the shipper went down to Texarkana and resold the corn to the consignee amount in itself to a waiver of that right. It was his duty to obtain the best price possible, and as the best offer came from the consignee the shipper did right in accepting the offer. The circumstances in proof justified the Circuit Court in finding that there was no waiver by the shipper of the original contract, nor of its right to seek damages for breach of the contract. As the resale of the corn was made to the consignee there was no necessity to give formal notice of the intention to resell. Under such circumstances the consignee could be in no way injured by the want of such notice.

Liability for Corn Not Up to Grade When Procured to Fill Order.

In an action to recover the price of certain corn, it appeared that the plaintiff had ordered of the defendant a carload of feedstuff containing corn of a certain grade among other stuff. The car arrived with the bill of lading attached to a draft in favor of a commission company for the price of the carload. The plaintiff paid the draft and received the car, and discovered the corn was not in compliance with the order and returned it, and then sued the defendant to recover the price of the corn. The only question litigated was whether the defendant or the commission company was the responsible party.

The trial court instructed the jury that, if the plaintiff ordered the corn from the defendant at a guaranteed price and quality, and the defendant shipped, or caused to be shipped, corn which was of an inferior quality to that ordered, and the plaintiff was compelled to pay for the corn before he had an opportunity to inspect it, then he was entitled to recover without regard to whether the corn was shipped by the defendant or some other person from whom said defendant procured it to be shipped. This instruction, the Supreme Court of Arkansas says (Drake vs. Pope, 95 Southwestern Reporter, 774), was correct. It could make no difference whether the defendant personally furnished the corn or caused another to furnish it for him in compliance with his order from the plaintiff.

But the evidence on the defendant's behalf tended to prove that he was a mere broker and had not the corn for sale and acted as a broker in

procuring it for the plaintiff and had no interest beyond his brokerage, and that these facts were known to the plaintiff. The draft in favor of the commission company attached to the bill of lading was a circumstance of more or less probative force on the same side of the controversy. And, the Supreme Court says, it is well established that a broker cannot be held personally liable to the third party upon a contract for a disclosed principal, and if the third party knew or had sufficient knowledge to create an inference that the broker was acting for another, then the broker is not liable. But if he does not disclose his principal, nor the fact that he is acting as a broker, but deals personally, then he is liable, although in fact he acted as broker, and his principal may be held after disclosure, but this does not prevent his personal liability if the third party elects to hold him instead of his after-disclosed principal.

The jury in this case found that the plaintiff's contention was the truth; and the Supreme Court affirms a judgment in his favor. It says further that two instructions requested by the defendant, which were refused, assumed that if the defendant caused another to fill the order which was made to him, it released him; and if the plaintiff paid the draft of the commission company, that of itself released the defendant and substituted the commission company as the contracting party. Such was not the case. If, in fact, the order was a personal one and not one to be filled according to the broker's custom, then it was perfectly within the defendant's right to have another fill it for him, and no significance was to be attached to the plaintiff's paying the draft to the commission company. It was no concern of his who was to receive the money so long as he got the goods he ordered. The draft was attached to the bill of lading; each was a negotiable instrument, and may have been sold many times before reaching the plaintiff; and his payment of the draft in order to obtain the title and possession of the goods ordered was a common business transaction, carrying in itself no change in the status of the parties originally contracting. It may have been a circumstance shedding light on what was the real contract between the parties, but these instructions asked nothing in that regard and were not correct statements, and hence there was no error in refusing them.

ILLINOIS SUPREME COURT DECISION.

The Illinois Supreme Court on December 24 handed down two decisions relating to Board of Trade matters. One had reference to the legality of "bids and offers," alias "puts and calls," which are declared to be illegal by the state tribunal. Although "bids" and "offers" were claimed by members of the Board of Trade to be in a sense an insurance against losses by fluctuations, the court affirmed the decision in the case of Mark Bates against Harry Woods. This form of trading has not, however, been used for some length of time, the new form of insurance being the current contract, known as "upward indemnities" and "downward indemnities," which has been used for nearly a year; and no test case has been made of any business done under it.

The other case was that referring to William E. Dodson, who was suspended from the Board for a period of ten years, and in that time failed to pay his dues, thus permitting his membership to lapse. The Supreme Court held that the rules and by-laws of the Board of Trade do not infringe on public policy, and that the court therefore will not interfere with their enforcement. Dodson sought reinstatement, and claimed that suspended members were not required to pay annual dues. The lower court held otherwise, and the Supreme Court upholds the decision.

AN ARBITRATION DECISION.

The arbitration committee of the Wichita Board of Trade has rendered the following decision:

John McClune, Plaintiff, vs. Hannington & Binkley, Defendants.—This case is submitted to the decision of the arbitration committee of the Wichita Board of Trade. In this action John McClune of Carlton, Kan., brings suit against Hannington & Binkley of Wichita, Kan., for balance of \$60 due him on a car of wheat sold to defendants in April, 1906. Hannington & Binkley admit this indebtedness, less 70 cents exchange. E. J. Smiley, representing John McClune, agrees to allow this amount, making net balance due McClune on car of wheat of \$59.30.

In June, 1905, Hannington & Binkley bought from John McClune a car of corn on shipper's affidavit weights. This sale was filled by the shipment of Missouri Pacific car No. 21421 and invoiced to Hannington & Binkley at 1,140 bu. This car was sold by them to C. B. Gaunt Grain Co. on the same terms, and invoiced June 15 at the same

weight, namely 1,140 bu., for which the C. B. Gaunt Grain Co. paid in full on presentation of bill of lading.

It appears that John McClune left a margin on his invoice to Hannington & Binkley, and some time in July McClune requested a settlement, and Hannington & Binkley sent their check for the amount, thus closing the transaction. It is claimed by Hannington & Binkley that soon after the date of this settlement a request was made of them by the representative of the C. B. Gaunt Grain Company for an affidavit covering the weight of the shipment. On request made by Hannington & Binkley, McClune sent them an affidavit setting forth that the corn contained in this car weighed 918 bushels. This affidavit, he afterward claimed, was made in error, which claim is supported by his affidavit. On October 17 McClune makes affidavit that car No. 21421, M. P., contained 63,850 pounds of corn, the amount of the original invoice. It was shown by evidence that the C. B. Gaunt Grain Co., to whom the car was sold, has made no claim on Hannington & Binkley for shortage, although more than 16 months have elapsed since date of shipment.

It is the decision of this committee that full settlement was made for the car of corn when Hannington & Binkley sent their check for balance due on that transaction, and that Hannington & Binkley be ordered to pay John McClune the sum of \$59.30, balance due him on car of wheat. The cost of this arbitration to be paid by Hannington & Binkley.

(Signed.)

E. GORVIN,
W. T. MACAULY,
J. A. WOODSIDE,
Arbitration Committee.

MANDAMUSED THE ROCK ISLAND.

In the mandamus proceedings brought at Guthrie, Okla., by the Attorney-General of Oklahoma against the Rock Island System to compel that road to improve its right-of-way and to furnish cars, the court on December 22 ruled that the railroad would be compelled to comply with the complaints, supporting the ruling by the following decision:

"In order to secure its right-of-way a railroad company must allege and prove its public character and necessity and upon that proof it is then permitted by the court to exercise the right of eminent domain. The state has no power to grant the right of eminent domain to any private person or corporation except for public use. The railroads, therefore, are the state's public highways, and their use is the common property of the public. Power has simply been delegated to corporations to construct, operate and maintain these highways for the public use for a reasonable charge and upon equal terms to all. When a railroad company accepts a charter from the state, by contract it assumes the obligation of constructing, maintaining and operating the road with safety to the public for a reasonable charge and upon equal terms to all, and furnish reasonable and suitable facilities for the transportation of such freight and passenger traffic as may be reasonably expected to be presented to it for carriage.

"It appears from the evidence in this case that the defendant under an act of Congress was permitted to exercise the right of eminent domain and build its lines across this country a number of years before its opening for settlement; that in its acceptance of the responsibility thus imposed upon it in becoming the agent for the state to operate a public highway, and in building its line, it invited the public to settle and develop the adjacent country and to invest money in lands production and improvements; and that for a number of years it has received the liberal patronage of the public and exacted charges for the carriage that entirely eliminates from the controversy all philanthropic philosophy that it was being operated in part for charitable purposes.

"The evidence shows that the rapid development and unparalleled producing power of the country and people adjacent to its lines has clearly contributed large profits upon its investments, but that the defendant company has not furnished reasonable facilities to keep pace with the increasing demand of each year, and by reason of such failure has been unable to accept for carriage coal and grain and other commodities which might have been reasonably expected would be presented to it, and repeated neglect, failure and refusal to furnish suitable facilities is a violation of the contractual obligations it assumed, accepting the responsibilities of operating a state's highway, and is in violation of law. And the power to compel the company by mandamus to furnish suitable facilities rests upon the ground, first, that the operating corporation accepted a public trust to operate the highway, and which, having been conferred by the state and accepted by it, may be enforced for the public benefit. Second, upon the contractual obli-

gations between the corporation and the state, expressed in its charter, or implied by the acceptance of its franchise and the exercise of the right of eminent domain. Third, upon the ground that the common right of all the people to travel and carry upon every public highway of the state has been changed by an act of Congress into a corporate franchise to be exercised solely by a corporate body for the public benefit, to the exclusion of all other persons, whereby it has become the duty of the state to see that the franchise so put in trust be faithfully administered by its trustee.

"The evidence in the case is sufficient to warrant the issuance of an alternative writ requiring the operating corporation to come into court and show cause why it has not furnished sufficient facilities to transport freight and passengers which might reasonably have been expected would be presented to it for carriage."

A CINCINNATI SHORTAGE SETTLEMENT.

The Grain Committee of the Chamber of Commerce has just disposed of another of the numerous disputes which have arisen of late among the grain men.

Some weeks ago the Early & Daniel Company bought a car of oats in St. Louis, which was shipped to the Big Four elevator of the company. Before its arrival in Cincinnati it was sold to C. S. Maguire & Co., who in turn sold it to the Union Hay and Grain Company.

The Cincinnati transactions followed so closely upon each other that the car arrived at the Big Four elevator before the employees of the Early & Daniel Company had been notified to hold the car subject to the orders of Maguire & Co., and it had been partly elevated when Maguire & Co. ordered it transferred to the Union Hay and Grain Company and it was returned to the car.

The Early & Daniel Company's employees, supposing the car was for the company, had weighed it and the weight corresponded with the St. Louis weight within 50 pounds.

When the Early & Daniel Company presented the bill to Maguire & Co. it was found that the weight returned to Maguire & Co. by the Union Hay and Grain Company was 4,000 pounds below the St. Louis weight and the weight reported by the Early & Daniel Company.

The Grain Committee was called upon to adjudicate the dispute. The Early & Daniel Company produced evidence that the grain had been elevated at a bin that contained no other grain, and that all of it had been returned to the car, and that it was of full weight when it was started from the Big Four elevator to that of the Union Hay and Grain Company.

The Union Hay and Grain Company did not question the accuracy of the St. Louis weight, but produced testimony to the effect that the car developed a leak which accounted for the difference in weight shown by the Union Company's scales.

The committee ruled that for that leakage the Union Hay and Grain Company must look to the Big Four Railroad, and the settlement for the grain was made on the St. Louis weights.—Cincinnati Enquirer, Dec. 29.

THE NEBRASKA ASSOCIATION A CONSPIRACY.

The Nebraska Supreme Court on December 22, in an opinion supporting the findings of Referee Pemberton, calls the Nebraska Grain Dealers' Association an illegal conspiracy and orders its dissolution. Our readers are familiar with the proceeding, which nominally is that of The State vs. the Omaha Elevator Company. A temporary injunction was issued about a year ago against the members of the Nebraska Grain Dealers' Association, made perpetual by the court except to these defendants, against whom the proceedings were ordered dismissed: Holmquist Grain Company, W. B. Banning, Peavey Elevator Company, American Grain Company, Atlas Elevator Company and John T. Evans. The injunction prevents the grain dealers from continuing their organization with the alleged object of controlling the price to be paid for grain. The action was dismissed against the defendants named because they had not been properly notified of the time and place of taking depositions. No punishment except the disorganization of the Association attaches to the finding of the court, although a future infraction of the law will place the defendants in contempt of court. The court merely found the facts as reported by Referee Pemberton and upheld his recommendations in all law points. It held the payment of the elevation charge as a matter of interstate business over which the Nebraska court has no jurisdiction. In the syllabus filed the court says:

For several years prior to the time the act of

1905 took effect, the defendants had been engaged, through the means of an association which they had formed for that purpose, in a systematic course of conduct made unlawful by that act. In forming that association, and becoming members thereof, they had agreed to continue to promote its objects until they severed their relations with it. In the absence of evidence showing affirmatively that they had taken the necessary steps to sever their connection with the association before or at the time the act took effect, the presumption will obtain against them, that this action, brought soon after the act took effect, to enjoin a continuation of the association and restrain the defendants from carrying out its purposes, was necessary and proper for the enforcement of the act.

Referee Pemberton's conclusions as to the law were to the effect that the Nebraska Grain Dealers' Association did exist and that its purpose was the advancement and protection of the common interests of those regularly engaged in the grain trade. No person, firm or corporation could be admitted to membership without the unanimous approval of the governing board, subject to the approval of the Association; every member of the Association should be governed in all matters pertaining to the Association by the governing board, failure to obey such orders subjecting him to a fine or expulsion. The main objects of the Association were to fix, regulate and control the price of grain in this state, to put an end to competition in the grain business and to drive out of business all independent and irregular dealers. There were about 1,200 grain dealers in the state April 1, 1905, of whom 770 belonged to the Association and 200 more were in sympathy with it. A price committee fixed the price to be paid for grain throughout the state, and dealers were notified by card of the prices they were expected to pay. The members of the Association resorted to various means to force "irregular" dealers to become "regular" and abide by the prices sent out by the Association, so that there should be no such thing as competition. Failure to become "regular" resulted in summary treatment and the "irregular" was generally driven out of business or forced to become "regular." The members of the Association exerted themselves greatly to prevent farmers' grain and elevator companies from getting into business, the members refusing to trade with men who shipped their own grain or with those who bought from them. Through such means as these, the Association controlled the grain trade of the state and prevented competition.

"On the whole case," said the referee, "I conclude, as a matter of law, that the plaintiff is entitled to have the temporary injunction or restraining order granted herein made perpetual, except in so far as it retains the defendants from soliciting or receiving rebates from any railway company. This exception is made for the reason that the evidence does not show that the defendants or either of them was soliciting or receiving a rebate from any railroad company or threatening to do so."

The referee also found that the plaintiff is not entitled to a forfeiture of the franchises of the defendant corporations, and to this the state excepted. The court holds that provision for forfeiture of corporate franchises of corporations violating the laws against illegal agreements and combinations in restraint of trade was enacted in the act of 1897, known as the Gondring act, and in ruling on the demurrer in this case it held that this act was repealed by the act of 1905, except the first section, which still stands and may be used to define and interpret the latter act as to what constitutes a trust. The Gondring act provided for the forfeiture of the franchise of any corporation once convicted of the offense charged against the defendants in this case, while the act of 1905 provides that they shall be twice convicted before losing their corporate existence. The referee found that the act of 1905 controlled in this case.

In conclusion, the court say: "We think that the findings of the referee are supported by the evidence and his conclusions are justified."

A decision of interest to the trade was rendered a few days ago at Washington C. H., Ohio, by Judge Wiggins of the Court of Common Pleas of Fayette County, in a case in which Scott & Woodrow, grain buyers, of Columbus, Ohio, were the plaintiffs and the Midland Grain Co. of Washington C. H., Ohio, the defendants. The case grew out of hot-corn claims on corn bought by Scott & Woodrow of defendants in the fall of 1902, the corn being guaranteed to arrive at final destination East cool and sweet. The amount involved was \$1,097.43, and judgment was rendered in favor of plaintiffs for the full amount of their claims, with interest.

IN THE COURTS

J. J. Beissel won his suit for \$584.24, wages due, from the Vermilion Farmers' Elevator Co. of Vermilion, Minn.

Because their wages were cut from 3½ cents to 3 cents a pound for picking beans, some forty girls employed in the Barrett-Porter Elevator at Owosso, Mich., went on strike. When the company refused to reconsider its action the girls brought suit to recover the amount held back by the company.

The County Court at Nebraska City, Neb., has been busy granting judgments against E. A. Holden, owner of an elevator at Burr, who left town, leaving an empty elevator and a number of creditors. Two St. Louis grain firms lose \$967.44 and \$616.81 respectively. The father of the debtor has settled some of the claims.

W. George has had papers served on F. J. Nelson, manager of the Rex Elevator Co. at Skyberg, Minn., in which a breach of contract is alleged. Nelson's company is charged with buying barley at the rate of 50 pounds to the bushel, while the legal weight in Minnesota is 48 pounds. George claims the difference in barley sold by him.

Suit was begun in the District Court at Omaha by the Updike Grain Co. to recover \$634.79, the value of a carload of corn started from Omaha on the Missouri Pacific Railroad, September 13, 1905. The plaintiff says the grain never reached St. Louis, where it was to be transferred to another railroad, and charges the railroad with having converted it to its own use.

A Milwaukee jury declared the purchase of grain stocks was not gambling and gave Carson, Craig & Co. of Detroit damages of \$2,700 against the Milwaukee Produce Co. The suit was for the sale of beans for future delivery. The market price went up and the Milwaukee Co. was the loser of \$2,700. Then it claimed it was not liable, as the deal was a gambling transaction.

Soon after the grain dealers commenced bringing suit against the railroads in Oklahoma to recover for alleged excessive freight charges on shipments of grain, a meeting was arranged between representatives of both interests. Governor Frantz and Attorney-General Cromwell may effect an agreement whereby the railroads will establish the same rates in Oklahoma as are in effect through Kansas and Arkansas.

Suits asking the forfeiture of the charters and an order dissolving the alleged merger of the Gould interests in Missouri were commenced in the Supreme Court of that state by Attorney-General Hadley, on January 9. The companies involved include the Kansas-Missouri Elevator Co., Wabash, Missouri Pacific and Iron Mountain railways and the Pacific Express Co., the Refrigerator Transit Co. and the Western Coal Mining Co.

E. E. Woodcock has brought suit, in the District Court at Oklahoma City, Okla., against J. P. Smith for the recovery of judgment in the sum of \$256.25, which he alleges is due him by reason of advancing a portion of the amount, he avers, at the defendant's request on a contract for the sale of 10,000 bushels of corn for July delivery. The corn was sold upon the Chicago Board of Trade on April 6, when Woodcock advanced the necessary deposit to bind the agreement.

Complaint has been filed with the Interstate Commerce Commission by the Blackwell Milling & Elevator Co. of Blackwell, Okla., charging the M., K. & T. R. R. Co. with discrimination in rates in favor of flouring mills on its line. It is alleged that the "Katy" raises the rate of all shipments received by it from Blackwell, destined to Indian Territory points. Where the published rate is 7 cents, it is charged the "Katy" demands 12 and 13 cents, after the grain is delivered to its line.

Robert L. Michie, a hay and grain dealer of Forest Hills, Mass., is suing the N. Y., N. H. & H. R. R. Co. to recover damages for what he claims unfair discrimination in demurrage charges. It is the first case of its kind to be tried under the new interstate commerce law. Michie declared that previous to August 15, 1902, the road allowed 10 "free" days for cars at Forest Hills before demurrage was charged, but at that time was reduced to 96 hours, and \$1 for each 24 hours' delay. The company at South Boston allows five "free" days, after which \$1 a day is charged for five days, after which \$1.50 is charged for five more, and finally for the last five, \$2 a day is charged. At Charlestown, however, the Boston & Maine Railroad allows 10 "free" days and after that charges the same rate the New Haven road does at South Boston. The result of this change in the demurrage rates, it is claimed, has been to

cause hay and grain shipments that went elsewhere to be sent to Charlestown.

In a recent decision by the United States Supreme Court the contention of the Mississippi Railroad Commission was upheld in its right to fix a flat rate on carload lots of grain hauled by the Alabama & Mississippi R. R. Co. from Vicksburg to Meridian. It was alleged that the railroad was in the habit of giving the same figure to patrons who gave their business to the Shreveport & Pacific road also, an allied concern, while the rate to other patrons was higher.

Attorneys for the O. R. & N. Co. at Portland, Ore., have asked the Superior Court of Whitman County for an order setting aside the judgment of the Superior Court in the Colfax joint wheat rate hearing. In asking for a reopening of the case the railroads are attacking the judgment as irregular and are seeking an interpretation of section 8 of the railway commission law different to that given it by the commission, the railroads claiming the right to offer evidence on the reasonableness of the rate in controversy. Suit is now pending in the Federal Court to test the validity of the commission law, which is based on an application to enjoin the enforcement of the joint wheat rate order of the railway commission, and the papers filed upon the state to-day indicate a new line of attack upon the commission's ruling.

CROP REPORTS

The bulletin from the Michigan Crop Bureau shows wheat to be in splendid condition. Sixty-two mills, elevators and grain dealers report no wheat marketed during December.

Correspondents to the Ohio Department of Agriculture note a fine condition of growing wheat throughout the state up to January 1. There has been no damage to the roots by freezing.

The winter wheat area sown this fall in Missouri is estimated by the Agricultural Board at 2,387,000 acres, an increase of 114,000 acres over the preceding year. The condition in December was 82.

According to the report of George B. Ellis, secretary of the Missouri Board of Agriculture, the corn crop was estimated at 233,209,000 bushels last year, about 12,000,000 bushels less than the crop of 1905.

A preliminary estimate of the acreage sown to winter wheat for the crop of 1906 in the state of Washington, as reported to the Agricultural Department, gives 437,984 acres as against the estimate of 442,317 acres sown last year.

A total wheat yield of 61,250,413 bushels for last year is shown in the annual report of the Manitoba Government, issued December 25. This is an increase of over 5,000,000 bushels more than the yield of the preceding year. Other crops show a proportionate increase.

Wheat all over Kansas is in a good condition and doing well. "It is not the coming crop that is worrying the people now, but the last crop," said E. J. Smiley, secretary of the Kansas Grain Dealers' Association. "It's of little use to raise or buy wheat when you cannot get cars to send it to the markets or mills."

Figures which have been prepared at Winnipeg, Man., show that the grain crop of the three provinces totaled 201,020,148 bushels, and that up to date 53,729,100 bushels of wheat have been marketed. There are 1,200 interior elevators, and yet these are insufficient to handle the grain crop with the present car supply of the railways.

John R. Sage, director of the Iowa Crop Service, reports a yield of 388,348,920 bushels of corn in his state for 1906, an increase of 42,477,080 bushels over the preceding year. The average yield was 41 bushels per acre and the area sown was 9,443,960 acres. The wheat yield was 1,566,050 bushels; oats, 142,036,580 bushels; rye, 1,093,160 bushels; barley, 14,858,830 bushels; flaxseed, 205,230 bushels, and hay, tame, 4,892,950 tons; wild, 1,110,690 tons.

In the final estimates of the Department of Agriculture, the Bureau of Statistics revises and corrects its estimates made early in the year. The report was made public on December 20, as follows:

Crops.	Acreage.	Production.	Farm value
	Acres.	Bushels.	Dec. 1, 1906.
Corn	96,737,581	2,927,416,091	\$1,166,626,479
Winter wheat	29,599,961	492,888,004	336,435,081
Spring wheat	17,705,868	242,372,966	153,897,679
Oats	30,958,768	963,904,522	306,292,978
Barley	6,323,757	178,916,484	74,235,997
Rye	2,001,994	33,374,833	19,671,243
Flaxseed	2,505,927	25,576,146	25,899,165
Hay, tons.....	42,476,224	57,145,959	592,530,671

The average weight per bushel is shown by reports received by the Bureau to be 56.5 pounds for spring wheat, 59.2 pounds for winter wheat, and 32.0 pounds for oats.

BARLEY AND MALT

The old Blackburne malt warehouse at Philadelphia is to be converted into a factory.

It is reported the North Star Malting Co. will increase its capacity at Minneapolis, Minn.

Early in January the American Malting Co. put its big malt house in the harbor at Buffalo, N. Y., into operation.

The Illinois Central Railroad has excepted barley from the blockade regulations which went into effect on December 31.

A large storage warehouse for grain is being constructed at Davenport, Iowa, for the Seattle Brewing & Malting Co.

An addition of a brick building four stories high is to be made on the plant of the Northwestern Malt & Grain Co. at Chicago. About \$30,000 will be expended.

Recently articles of incorporation were granted the Electric Malting Co. of Minneapolis. The firm is capitalized at \$500,000. A plant is to be erected in Southeast Minneapolis.

Work has commenced on the foundation for the new elevator at Tacoma, Wash., for the Pacific Brewing & Malting Co. It is to be 46 feet high and 30x50 feet in size, with a capacity of 16,000 bushels of grain. It is planned for barley storage only.

Adolphus Busch, the millionaire brewer, has been critically ill with pneumonia at his home in St. Louis. While playing cards the evening of December 26 he was seized with a coughing spell, and became quite ill. His condition rapidly grew worse, but he passed the crisis successfully and is now recovering.

The Corn Products Co. has sold the Marine Elevator site at Oswego, N. Y., to an unknown party, represented by Attorney G. N. Burt. The property was formerly owned by Thomson Kingsford, who spent \$20,000 in deepening to 18 feet the water in the river. It is said that it was sold for \$15,000. A year ago Mr. Henry T. Neidlinger, the maltster, had an option on the property, and in some quarters it is believed that he is the purchaser, and that he will build a malt house upon it.

In commenting on the barley situation, the Commercial West, of Duluth, in its issue of December 22, says: "From September 1 to December 16, the receipts of barley have been but 5,100,000 bushels, against 8,460,000 bushels in the same period of 1905." Continuing, the paper discusses the probable reasons for the falling off and finds solution in the probability there is much barley in South Dakota and Southern Minnesota which has yet to be moved. An unusually large number of buyers are said to be in the market for this cereal.

IMPORTS AND EXPORTS.

Following are the stated imports and exports of barley and barley malt for the month of November, 1906, and for the eleven months ending with November, 1906, compared with the same periods of 1905:

Imports—	1906.	1905.
Barley—November, bushels...	10,504	5,010
Value	\$5,453	\$2,608
Eleven months, bushels.....	13,025	21,559
Value	\$6,997	\$11,054
Exports—		
Barley—November, bushels...	1,643,148	2,109,965
Value	\$890,242	\$1,042,175
Eleven months, bushels.....	13,333,767	11,822,711
Value	\$6,732,293	\$5,947,841
Malt—November, bushels	8,922	100,741
Value	\$6,332	\$66,690
Eleven months, bushels.....	598,386	585,897
Value	\$408,339	\$399,652

CLEANING AND GRADING OF BARLEY.

The latest constructions of our barley cleaners no doubt fully answer the most exacting demands, but only if they are well served and carefully controlled.

Good preliminary cleaning is of importance. The cylinder for preliminary cleaning in its finest adjustment still has slits of such width that even refuse barley can fall through. This materially relieves the cleaning proper, feed barley not being required to go all the way to the grading cylinders.

The beard remover should be so adjusted that it can be thrown in and out of gear as desired.

The blower should be strong enough, rather a little too strong than too weak, but not strong enough to carry off good berries.

Screws with drilled cells are preferable to those with punched ones, the pocket-shaped drilled cells having sharp edges and not allowing balls, half

grains, etc., to drop through so readily as the punched ones. The operation is best by cogwheels, transmission by belts easily causing jerks, which make the cells empty out prematurely. For barley screens a peripheral velocity of 0.3 m. per second is the most favorable. Their pitch should not exceed 6, or at most 10, per cent of the length. A second screening of the residues of the screens is advisable, especially where barleys of different origin are cleaned. Control in the laboratory will afford information as to the efficiency of the screens.

For grading the barley, cylindrical screens are almost exclusively used. The length of the cylinder is of great importance for the result of the grading, the diameter being less essential.

With reference to operation and loading of the grading cylinders, the same considerations prevail as for the cleaning screens. The peripheral velocity should be 0.7 to 0.8 m. per second. If run too fast the barley is thrown and the result unfavorably affected.

The stripper plays an important part in grading. If it does not work properly, the grading cylinder is quickly worn out.

The shape of the cylindrical screens should be perfectly cylindrical, as with the slightest bulging they are quickly stopped up.

The removal of dust from the cleaners has of late received increased attention. The dust is removed from each individual apparatus. For collecting the dust, hose filters are commonly used. Good results have been obtained with them, especially with the suction hose filters.

The value of careful grading lies in the fact that the barley is malted in lots separated as closely as possible, according to size, and all available barley is actually malted. This is attained by continuous control, by the laboratory of the work of the cleaner in practical operation.—Dr. Bergdolt.

[For the U. S. Brewmasters' Association.]

PEDIGREE CULTURE OF BARLEY IN THE UNITED STATES.*

BY DR. R. WAHL,

Director at the Wahl-Henius Institute of Fermentology.

You are all familiar with the efforts of the United States Department of Agriculture to improve American brewing barley by the selection and distribution of seed varieties that hold out promise of success. Two bureaus of the United States Department of Agriculture are engaged in this work, viz., the Bureau of Chemistry, Dr. Wiley, chief, and the Bureau of Plant Industry, Dr. Fairchild, explorer. The latter is now ably assisted by Dr. Mann, botanist, who is to devote himself exclusively, for the time being, to the question of barley improvement. It will be remembered that our Institute first pointed out the advisability of choosing our own six-rowed barleys as the most promising basic material for seed selection and distribution. In a series of articles the contention of the Berlin authorities was refuted, who had stood for the Haase system of valuing barley mainly by its low albumen content, and it was pointed out that our American six-rowed barleys, with a relatively high percentage of albumen or nitrogen, seemed in every way better adapted for the requirements of the American brewer than the European two-rowed varieties with relatively low albumen content.

In the pursuit of this plan of employing American six-rowed barley in preference to the two-rowed European types, as the most promising material for seed selection and distribution, Arvid Nilson, one of the chemists and barley specialists of the Wahl-Henius Institute, proceeded to Sweden to study the methods there for years employed in the cultivation of pure races of cereals, and especially of barley, which subject was first brought to the attention of the American brewer and maltster by Dr. Fairchild. The practical results obtained by Mr. Nilson after his return from Sweden, in studying the six-rowed barleys in the fields of Wisconsin, Minnesota and Iowa, and resolving some of them into their component varieties by the aid of distinct botanical marks that characterize the different races, compared with practical malting and brewing tests, bids fair to mark a new epoch in the methods of identification of barley varieties in America, of barley valuation and cultivation, and every brewer, maltster and progressive barley grower should follow with interest the work inaugurated by the United States Department of Agriculture, of improving the American brewing barley, and should lend their assistance in furthering this work either by active co-operation or by interchange of opinion.

What does pedigree barley culture mean?

To produce and to maintain pedigree crops of cereals, in which every plant is the descendant of one and the same mother-plant, requires more work, more accurate methods and more care than

*Address delivered at the Brewmasters' Convention at St. Paul-Minneapolis, September 10-13, 1906.

is bestowed upon the ordinary crops of the day. In this as in all improvements wrought by science in the different industrial branches, the higher level requires a higher standard of work.

In the cultivation of pure-race cereals it becomes necessary to obtain from time to time a new supply of seed grain in order to maintain the race purity of the crop, and for that reason institutions are required where pure race cereals can be obtained for seeding purposes.

In Europe it was Sweden where the importance of pedigree cereals became first generally acknowledged, and institutes are there maintained by the government all over the country for the purpose of producing such pure race varieties and supplying the farmers with reliable seed corn. The most important of these institutes and, in fact, the one which may be considered as the originator of the pedigree system on a large and systematic scale, is the Seed-Breeding Institute of Svalöf, in the southern part of Sweden. The director of this institute, Professor N. Hjalmar Nilsson, had kindly supplied the Wahl-Henius Institute with information as to the methods and extent of experiments at Svalöf by sending such publications as could be of interest, especially in regard to the production of pure race barley. It was, however, considered of importance to obtain a still more intimate knowledge of this latest development of scientific agriculture, by actual observation, and for such purposes, Arvid Nilson, as a representative of the Wahl-Henius Institute, visited the above-named institute at Svalöf during the months of April and May of this year. From the elaborate report of Mr. Nilson I take the following data:

The experimental farm of the Svalöf institute covers about 2,500 acres of gently undulating land in a district where agriculture has reached a development unsurpassed in any part of the world. Situated only about nine miles from the seashore, it can be reached by steamer and rail in about two hours from Copenhagen, Denmark. The climate is very temperate and even, ranging in summer between 60 degrees and 70 degrees F., and in winter usually around 32 degrees F., zero weather being almost unknown. The arrival of spring and departure of summer take place at very nearly the same time as in northern Illinois.

The Svalöf Method.

The Svalöf method of improving the cereals may be defined as a method of utilizing some selected few of the already existing numerous varieties, without any attempt to force upon a variety qualities which are not inherent in that variety; in other words, to create from single plants new, pure races, and among them select such as are capable of remaining constant, and possess valuable qualities. It is, then, an improvement by selection. The varieties thus fixed by pedigree culture are then studied and classified in groups, principally according to botanical marks, but also with due regard to similarity in practical respects.

By such investigations it was soon found that there existed a certain correlation between these external characteristics and certain internal tendencies, and that such external characteristics could be used as guides in looking for mother-plants, with one or another desired quality. Any tendency to variation from the desired type of mother-plant is checked by yearly repeated pedigree culture in directly descending line, carefully weeding out all deviations.

As Sweden stretches north and south for a distance of about 1,000 miles, and agriculture is carried on to some extent above the arctic circle, the cereals used in the different parts of the country are raised at sub-stations, such as that of Ultuna for the middle part of Sweden. In fact, the leading idea of the scientific agriculturist of Sweden is: "To produce the right kind of cereal for each place." And such work is placed upon a strictly scientific basis by being founded upon a study of purely botanical marks, which not only serve as valuable indications when in search for certain essential and hereditary properties in a mother-plant, but also raise the new seed thus produced to the dignity of individual botanical forms, independent of changing conditions in soil and climate. And it is just this botanical part of the work which is characteristic of the Swedish system of pedigree culture, and which singles it out as a system complete both from a practical and theoretical standpoint. By such means the Swedish scientists have split the different cereals into a large number of distinct varieties, the best of which have been selected and are now cultivated on a large scale.

Barley, as is well known, is classified as two-rowed, four-rowed and six-rowed barley. The four-rowed is really also a six-rowed variety, and in fact the most common of the six-rowed barleys.

If a barley grain, whether two or six rowed, is examined under a magnifying glass, a thin bristle is seen in the furrow at the lower or germ end of the grain. This bristle, called the basal bristle, will be found covered with fine hair, in some varieties comparatively long, in others short. If

the grain under observation is turned around, the skin of the dorsal side of the kernel will be seen to have longitudinal veins like a blade of grass, one in the middle running straight, and one on each side of the central vein following the edge of the kernel. If the upper parts of these two side veins, where they run over into the beard, are examined under the glass, it will be found that in some varieties of barley the veins are provided with teeth like a saw blade, and that in other varieties of barley the veins are smooth. By such and several other botanical marks, for a complete description of which reference should be had to the original publications, the different varieties of barley are distinguished from one another, and these marks also enable us to decide by a simple observation whether a collection of heads of barley or a thrashed barley is a pedigree culture or not. For if, for instance, some kernels of the barley in question show long-haired and others short-haired basal bristles, the barley can be set down at once as a mixture of different races.

[To be concluded.]

OBITUARY

William Staples, a grain dealer for many years at Portsmouth, N. H., is dead.

W. R. B. Hunley, a member of the Chamber of Commerce at Baltimore, is dead, after an illness of more than a year's duration.

Harrison Parkman, the man who first introduced alfalfa from South America into Kansas, died on Christmas Day at Emporia, Kan., in his seventy-third year.

W. T. Crawford, a mill hand employed at the elevator in Celina, Texas, was smothered to death on January 5, in a bin of corn. While it was being filled Crawford fell in and the accident was not discovered until life was extinct.

Eugene C. Hill, bookkeeper for Abner Hendee, a grain merchant of New Haven, Conn., died suddenly on December 31 in his sixty-second year. Mr. Hill was born at Rockland, Conn., and was a prominent churchman. A wife and son survive him.

A. E. Corbett, of Corbett Bros.' Milling & Grain Co., Huntsville, Wash., died on December 11 from typhoid pneumonia and a complication of stomach disease. He was 51 years of age, having been born at Park Hill, Ont. A wife and five children survive.

G. R. Drake, a well-known grain dealer of West Bridgewater, Mass., died during December at the age of 73 years. Mr. Drake was a valued member of the Boston Chamber of Commerce. He is survived by a widow and one son, George S. Drake, who will continue the business.

Oliver F. Lantz, head of the grain firm of Samuel Elder & Co., died at Baltimore, Md., on January 5, in his 79th year. Mr. Lantz was treasurer of the Board of Foreign Missions of the General Synod of the Lutheran Church of America. Death was due to valvular trouble of the heart.

Capt. Alexander Hamilton Smith, for thirteen years in the grain inspection bureau at Chicago, Ill., died suddenly from heart trouble on December 28, at his desk, in Watseka, Ill. He was county clerk of Iroquois County and had served as sheriff three terms, as well as deputy revenue collector.

Michael Gavin, aged 69 years, died at his home in Middletown, N. Y., on December 29. Mr. Gavin was born in County Limerick, Ireland, and came to the United States in early life. He became quite prominent on the Produce Exchange in New York and was recognized as an expert on wheat. In 1883 he retired from active business and has lived quietly at his home.

George Clark Chapman, a pioneer resident of Chicago, Ill., and for many years in the grain business, succumbed to pneumonia, aged 73 years, on December 28. Mr. Chapman had resided in Chicago since 1858 and after the great fire of 1871 was the first man to buy lumber to start rebuilding. He was then in the leather business, but in 1872 he became identified with the grain trade and was active in that line until he retired in 1885. A widow and six children survive.

Orville Overholt, one of the early settlers of Pana, Ill., and for many years a prominent grain and hay merchant there, died on December 30 at Eureka Springs, Ark., where he had gone two months before for the benefit of his health. He had long been a sufferer from Bright's disease. Mr. Overholt was born in Tuscarawas County, Ohio, about 55 years ago. He graduated from Shurtleff College, and when a young man formed a partnership with his brothers in the milling and grain business. Later he moved to Assumption, Ill., and

became associated in the same line with his uncle, and was successful for many years. Subsequently he removed to Annawa, Iowa, and resumed the grain business, but was forced by ill health to retire five years ago.

Horace Ghiselin, who was secretary of the United Elevator Co. for many years, died at his home in Old Orchard, near St. Louis, Mo., early last month, from peritonitis. Mr. Ghiselin was sixty-six years of age and had resided in St. Louis since 1870. He was an old-time member of the Merchants' Exchange and for several years was connected with the Kehlor Bros.' Milling Co.

"Major" William S. Pope, a retired lawyer and for many years a conspicuous figure on the St. Louis Merchants' Exchange, succumbed to heart failure at his residence on December 22. Although the Major has not speculated for a number of years, he has never missed being "among those present" at the sessions on 'change and has always shown the greatest interest in the markets.

John Stone Draper, formerly in the grain business at Janesville, Wis., died on January 7, at his residence in Oak Park, Ill., where he has been residing since his retirement in 1896. Mr. Draper was born 83 years ago, in Rochester, N. Y., and went to Milwaukee in 1850. He built the first telegraph line between Chicago and Milwaukee and later extended it to Madison, Wis. Soon after he started in the grain business. A widow, two sons and two daughters are his survivors.

Horace B. Moore, secretary of the Duluth Board of Trade for the past three years, passed away on December 23, after but an hour's illness. He had apparently been enjoying good health and was actively engaged in work throughout the day on which he died. Following dinner in the evening he became ill and expired soon after. Mr. Moore was 63 years of age. During the twenty years of his residence in Duluth he served as mayor, collector of customs during Mr. Cleveland's first term and chief deputy weighmaster.

William H. Kilburn, prominent as a grain dealer at Portsmouth, N. H., left this world with Father Time at the passing of the old year. He had been ill but a short time, with pneumonia. Mr. Kilburn was in his fifty-fourth year. He was formerly proprietor of the Dixon & McIntire grain business and more lately has conducted a similar business at Ossipee. At one time he was active in the wholesale trade in Boston. Mr. Kilburn was an Elk and a member of the Knights of Pythias. His widow and one son are left to mourn his departure.

G. G. Leonard, once a millionaire wheat speculator and said to have been a partner of "Old Hutch" in the Chicago wheat pit, died on December 28 at the county poor farm at Spangle, Wash. "Judge" Leonard, as he was familiarly called, was born in New York in 1853. During the early '80's he practiced law in Chicago, and subsequently became associated with Mr. Hutchinson in the famous wheat corner which made him a multimillionaire. He had been president of the school board and superintendent of the Presbyterian Sunday-school. "Judge" Leonard located in Spokane in 1886 and was stricken with paralysis a year ago. A son is said to be superintendent of a large steel mill at Birmingham, Ala., and a daughter is the wife of Professor Fisher in the University of California. His wife and two other daughters reside in Chicago. It is declared "Judge" Leonard was a victim of drink, which wrecked his health and broke up his family relations.

Herman Nunnemacher, a one-time miller, but more recently a prominent member of the Milwaukee Chamber of Commerce, died December 14, following an operation for the removal of gall stones. His age was 61 years. Mr. Nunnemacher was a man of wealth, having founded his holdings with the estate of his father. He was born in Milwaukee September 11, 1845, and was educated in the schools of the city and at Mary and William College, from which he graduated. Upon his return from college he was associated in business with his father, after which he embarked in the milling industry. In this he was active until 1893, when he retired. Mr. Nunnemacher married Miss Frieda Bub in 1871, and by her had two children, one of whom preceded him to the grave. The other, a daughter, was hurrying across the ocean at the time of her father's death. The wife had been seriously ill in the same hospital with Mr. Nunnemacher, but was able to be at his bedside when he expired.

Nebraska raised 2,092,203 bushels of spelt in 1906. It averaged 32.42 bushels per acre, and the entire crop was worth over \$732,000, or about 35 cents per bushel.

Grain thieves have been infesting the railroad yards at Omaha, but a recent arrest by a watchman for the Duff Grain Company of a thief in the act may check the trouble.

PERSONAL

G. Burton of Halls Summit, Kan., has taken charge of the elevator at Agricola.

Ben Hughes is back in his old position as agent of D. H. Evans' Elevator at Tracy, Minn.

H. J. Wykle of Sciota, Ill., has moved to Peoria, Ill., and is looking for another elevator.

Emil Schoen, a farmer, has taken charge of the Hord Grain Co.'s Elevator at Platte Center, Neb.

A. J. Poor, of the Kansas City grain company bearing his name, has gone to California for the winter.

Stanley Rupert is the new grain buyer for the Ardoch Mercantile Co. at their elevator on the Soo, near Minto, N. D.

H. L. Dolge of Ellendale, Minn., has taken charge of the elevator at Pingree. Mr. Dolge was formerly the mayor of Ellendale.

E. W. Erickson, secretary of the Sheffield Mill & Elevator Co. at Minneapolis, Minn., was married on Christmas Day.

Harry Huseby, agent of the Minneapolis & Northern Elevator Co. at Bartlett, Minn., has been transferred to Fergus Falls.

H. L. Dolge of Pingree, N. D., has resigned his place with the Pingree Grain & Supply Co. to go with a milling firm at Minneapolis.

H. C. Clark is now with the new Capital Grain & Elevator Co. of Oklahoma City, Okla. Ed. A. Stinson is also with the same company.

Louis Loesch, buyer for the Snyder Elevator Co. at Bryant, S. D., has severed his connection with the company and has returned to Oldham.

C. H. Feltman, well known as a grain dealer at Peoria, Ill., is mourning the death of his father, Henry Feltman, who was 79 years of age.

Ed Kruger of Deercreek, Minn., has gone to Mercer, N. D., a new town on the Soo, to take charge of an elevator for the Andrews and Gage Co.

Claus Glover of Chalco, Neb., has resigned the manager's chair at the Van Dorsen Elevator in Millard and will conduct a business for himself at Gretna.

Col. N. P. Simonds, of the Simonds-Shields Grain Co. of Kansas City, has gone to the Isle of Pines to spend the winter. He is accompanied by Mrs. Simonds.

John Greenwall, who is with the Bell-McCune Elevator Co. at Stromberg, Neb., is to be transferred to the new elevator at Durand when it is completed.

John Peagle of Cleveland, Ohio, and well known in the grain trade as president of the Union Elevator Co., recently fractured his arm by a fall on an icy pavement.

C. J. De Roo, formerly of the Walsh-De Roo Milling Co., Holland, Mich., and later with the Albion Milling Co. at Albion, is now handling grain at Grand Rapids.

Peter Kramer, the oldest inhabitant of Man-yaska, Minn., has resigned a position as grain buyer there to accept the auditor's salary for a North Dakota grain company.

Ole Hask, who has been in charge of the Hunting Elevator at Parker, S. D., has resigned to accept a similar position west of the Missouri. Herbert Jones has taken his position.

Albert Klucas, who for some months has been buying grain at Olivia, Minn., has closed his elevator and moved to Hague, N. D., where he will be employed in a similar way.

P. L. Howe and A. M. Sheldon, who are principals in the Imperial Elevator Co. of Minneapolis, have disposed of the interests they held in the Elk Valley Mill at Larimore, N. D.

Edward C. Wall, a prominent grain dealer of Milwaukee, Wis., was married, December 18, to Miss Martha Dorothy Ahrendt, and the couple are now enjoying a honeymoon trip abroad.

Frank O'Hearn of Luverne, Minn., has resigned as traveling auditor of the J. P. Coffey elevators to become traveling representative for Gerstenberg & Co., commission merchants of Chicago.

Charles Harkins, a grain buyer at Lucca, N. D., has returned to his home in Faribault, Minn., all of his elevators and warehouses being filled and business at a standstill because of the car shortage.

J. P. Hull, traveling superintendent for the Northwestern Elevator Co., with headquarters at Willmar, Minn., has resigned after long service. He takes a similar position with the New London Milling Co. and has headquarters at Sioux Falls, N. D. Mark Magnuson, son of the president of

the Northwestern Elevator Co., is said to be slated for the vacant office. He is now located at Litchfield.

Fred Jaeger, of the grain firm of J. F. Zahm & Co., Toledo, Ohio, was hurriedly summoned to Cleveland on December 4, arriving just in time to greet his mother for the last time in this world.

John Overaker, manager of the C. H. Rumley Elevator at Danforth, Ill., on the afternoon of December 12, married Miss Elizabeth Seiling of Gilman. The ceremony took place at the Methodist Episcopal parsonage in Kankakee.

A. Huhn, president of the Huhn Elevator Co. of Minneapolis, Minn., is at his home convalescing from an operation performed at the John Hopkins University in Baltimore, Md. It is believed his health will be wholly restored in the near future.

Mr. William E. Russel and Miss Iona Willen were married on December 28 at the home of the bride's mother in Ellsworth, Ill. Mr. Russel is a Peorian, but for the past three years has been employed by S. W. Bane & Son, grain dealers at Ellsworth.

M. G. Magnusson, agent at the Northwestern Elevator at Litchfield, Minn., has been made superintendent of elevators for the Northwestern Elevator Co., giving him charge of thirty-five plants. His headquarters will be at St. Paul in the future.

A. L. Knight, manager for the Balfour-Guthrie Grain Co. at Pendleton, Ore., has resigned after seven years of service with the company and will become identified with the People's Warehouse. William Sutherland, from Oakesdale, Wash., will succeed him.

Frank Gaffney, grain buyer at Appleton, Minn., for the Interstate Grain Co., recently came near to losing an eye. He was using a hammer and chisel around the machinery in the basement at the time, when a sharp piece of steel struck him just below the left eye, inflicting a slight but very painful wound.

The many friends of A. E. Schuyler, assistant weighmaster of the Chicago Board of Trade, will extend to him their sympathy in an accident that befell him on the afternoon of January 10. He was standing close to a passing street car when the wind blew his coat in such manner that it caught on a projection of the car and he was thrown violently to the street. Had it not been for the fact that his coat gave way he would have been seriously injured. As it is, he will be under the doctor's care at home for perhaps a week, when his accustomed duties on the Board will receive his attention again.

David C. Schnell, a grain dealer of Chicago residing at 42 Throop Street, shot and dangerously wounded Robert Thiess, a newsboy, early Christmas morning. The grain merchant was about to enter his home when the sixteen-year-old lad ran down the steps of a club house close by and frightened Schnell, who mistook him for a holdup man. Thiess also feared he had encountered a bad man and when Schnell fired fell to the sidewalk wounded. He was taken to the County Hospital and it was found his condition was most dangerous. Schnell was arrested but was soon released on bonds, and immediately sent the most celebrated surgeons in the city to the bedside of the boy, with instructions to exert all efforts to save his life. The grain dealer is 35 years of age, unmarried and resides with his two sisters. He is a member of the Board of Trade.

John W. Webster, 23 years of age, who for some time has been looking after the interests of his father, J. B. Webster, a wealthy grain merchant and banker of Woodland, Ill., came near losing his life on December 18, because of a vividly realistic nightmare. Twice within the past year Mr. Webster's bank has been robbed, and the fact has so preyed upon the nerves of the young man, according to his relatives, that he formed the habit of going to bed with a revolver under his pillow. Shortly after 2 o'clock on the morning in question Mrs. Webster heard a loud report. A freight train was passing at the time and she believed the sound to be that of a torpedo on the track, but a short time later, having occasion to pass her son's door, she saw smoke issuing from the room. The young man was lying unconscious, a bullet wound in his forehead and the revolver lying beside him on the floor. A doctor was called, who directed that the wounded man be brought to Chicago to Mercy Hospital. It is said that the bullet has been found and that the young man has an excellent chance of recovery. In intervals of consciousness which came during the day Webster told his relatives the story of his nightmare.

The Cannon & Haas Elevator at Granville, Iowa, burned down the night of January 8, and 10,000 bushels of grain were consumed. The loss is estimated at \$15,000.

TRANSPORTATION

Forty vessels, filled with 6,000,000 bushels of wheat and 4,000,000 bushels of other grain, are at anchor in the harbor of Buffalo, awaiting the coming of spring.

Great Northern officials assert they handled 7,000 grain cars at Duluth during December, as against 3,000 in November. The Northern Pacific handled 1,500 cars during the month, as against 553 in November.

Beginning with the New Year the Clover Leaf will keep in effect a 5 per cent rate on grain from St. Louis to Toledo. It is said the rates simply equalize those via Louisville and Cincinnati to Southeastern territory.

On January 1 the Illinois Central announced it would receive no grain for shipment off its own lines. Out of its 60,000 freight cars at least one-third were away from the Central lines, while the company had 10,000 cars belonging to other lines.

With the dismissal of all suits in the federal courts the leading railroads of Kansas have agreed to reduce grain rates 7 per cent. The railroad commissioners had demanded but 5 per cent. A saving to Kansas shippers of from \$400,000 to \$600,000 will be made.

More than 1,300,000 bushels of wheat are held in storage at various points between Lewiston and Riparia, Idaho, awaiting the opening of the new road built by the O. R. & N. Co. The wheat comprises 650,000 sacks and is well stored. It was expected to open part of the road early in January.

A barge and steamboat line, capitalized at \$100,000, has been organized for Omaha's particular benefit, by citizens of that place. The company's boats will ply on the Missouri River. Gurdon W. Wattles, president of the Omaha Grain Exchange, is at the head of the company which will compete with the railroads.

An opinion handed down by the Railroad Commission of Wisconsin directs railroads to ship freight by the shortest and least expensive route possible, and shippers may properly demand that they be charged no more for shipments than the tariff over the shortest route. The Commission is determined to enforce the ruling.

The N. P. R. R. has granted the grain men of central Washington the privilege of storing wheat in the empty cars on the sidings which cannot be moved on account of the blockade. Ned W. Munger, of the Farmers' Grain & Supply Co. at Spokane, declares upward of 1,000,000 bushels of wheat which has been piled on the platforms has been damaged by the elements.

Recently the Kansas City Board of Trade filed complaint with the Interstate Commerce Commission against the Burlington, Santa Fe, Rock Island and Missouri Pacific railroads for charging \$2 per car for reconsignments. The Board claims this is a discrimination against the city as a market, against grain dealers individually, and against the grain business in favor of that of other commodities.

Another cut of rates on grain, lumber, coal and live stock, to take effect January 25, has been announced by the Minnesota Railroad Commission. Last September a reduction on commodities was made, as well as a voluntary reduction of 10 per cent on grain, which became effective on November 15. The Commission now orders an average reduction of 25 per cent on wheat and 35 per cent of flax and coarse grains.

An order requiring the Alabama & Vicksburg and the New Orleans & Northeastern railroads to promulgate a rate of 4½ cents on grain and grain products from Vicksburg to Hattiesburg, La., was adopted by the Railroad Commission. An injunction was secured in October by the railroad on the ground the Commission is without authority to compel common carriers to issue joint mileage tariffs and consequently the order will probably occupy the courts for the next two years.

The Chicago Board of Trade proposes to put the Eastern railways on the grill before the Interstate Commerce Commission, and it may ask the courts to pass on the question whether the Central Freight Association is not a combination in restraint of trade. The Board charges that the Eastern roads refuse to make fair rates on grain from the Missouri River to the seaboard via Chicago as compared with rates via St. Louis. The Clover Leaf some time ago reduced its rate on corn from St. Louis to Toledo from 7 to 5 cents. This made the domestic rate from Kansas City

and Omaha to the seaboard via St. Louis 18½ cents, while by way of Chicago it is 20½ cents. The Chicago Board of Trade has appealed repeatedly to the eastern lines to unite with the western lines in making a corresponding reduction by way of Chicago, but they have refused to do so.

It is reported that every grain dealer and flour shipper, as well as shippers of other commodities, doing business in Oklahoma City, Okla., has signed a petition which has been forwarded to President Roosevelt asking that the Interstate Commerce Commission appoint a receiver for the Rock Island Railroad. It is alleged that, on account of the poor facilities in vogue on that railroad for the handling of both freight and passengers along the line, the trade conditions are in a bad way.

Complaint has been filed with the Interstate Commerce Commission against the Union Pacific railroad by the Omaha Grain Exchange, alleging that the new rates on grain across the bridge to Council Bluffs, Iowa, are unjust and unreasonable. It is stated that the present rate for the transfer of grain cars from Omaha to Council Bluffs is \$2 a car, but notice has been filed by the railroad that after a date in January the rate is to be advanced to \$6 for a car from Omaha to Council Bluffs and \$8 from South Omaha to Council Bluffs. This will bring up the question of the Interstate Commerce Commission exercising its new rate-making power in deciding whether the advance published is lawful.

After a conference between grain dealers and railroad men, on January 4, to discuss the basis of rates on grain from Mississippi and Ohio River crossings to the Southeast and particularly the Carolinas had failed to bring about an agreement, resolutions leaving the matter in the hands of the grain men were adopted. The bone of contention was the grain rates from East St. Louis to Louisville and from East St. Louis to Cincinnati. The new basis of rates adopted on January 1 appeared to be more satisfactory in general than the old basis, with one exception, which the grain men claim leaves too big a gap down and would work a detriment to the grain dealers of Evansville, Henderson, Cairo and Memphis. The grain men contended for an adjustment of these locals so that the rates would prove satisfactory to the dealers at the four points mentioned, but the railroad men could see no way to make a different rate without coming in conflict with dealers at other points, hence the difficulty of arriving at a satisfactory basis.

[For the Pittsburg Grain and Flour Exchange.]

NECESSITY FOR CO-OPERATION, IF RAILROAD SERVICE IS TO BE IMPROVED.

BY W. M. PRALL.*

Government is dependent upon obedience, as we can neither properly govern nor be governed unless we learn to obey. The absolute independence of the individual or individual interests is not admissible, because the individual under an agreed government must conform to the laws passed in the interest of all the governed. In other words, "individual convenience is subservient to the public good."

Government is a restraint upon individuality. It denies independence of action and affirms the interdependence of all the governed upon one another. It is interdependence and not independence that is practically provided for in the Constitution of the United States, as now interpreted by the courts, and is more specifically affirmed in what is known as the interstate commerce law and the Hepburn rate bill.

The American is a busy individual, and a citizen of Pittsburg is a resident of one of the busiest communities on earth. Pittsburg's mills, furnaces, glass works, mines and other industries produce enormously and make enormous demands upon the transportation companies for transportation. The railroads serving the industries have the difficult problem of arranging for the transportation of the crude product from the mines and the quarry to the mills and furnaces, and the finished product from the mills and furnaces to the market. The number of cars that are kept employed in the business of transportation to and from the Pittsburg district is enormous, the record of the tonnage handled showing the greatest handling of any similar territory on earth. In one of our periodicals a writer claims that no such exhibit of energy has ever been known in history. The difficulty in furnishing proper transportation has been materially increased, owing to the narrow and confining valleys in which the service has to be performed; and it is impossible for the railroads to

*A paper read by the author at the annual banquet of the Pittsburg Flour and Grain Exchange. Mr. Prall is Commissioner for the Pittsburg Car Association Territory.

serve those who refuse to be properly served, and, unless there is intelligent co-operation, everyone realizing their interdependent responsibility, neither party can obtain for themselves, nor can they obtain for each other, their desires. The desire for a material benefit does not carry with it the knowledge of the best method to attain to it. Efficient methods are only arrived at by a process of evolution; and as the contract for transportation provides for mutual responsibility, approximate efficiency is only possible when both parties to the contract accept their reasonable obligations. No community can be properly served by a railroad unless the railroad and the community join together for one end, agreeing one with the other that they will bear their just burdens and share their just responsibilities, and changing from a policy of "pulling apart" to a policy of "pulling together."

Railroads are chartered to perform certain duties as public utilities. They are obligated to receive freights and transport same to destination at agreed rates. The consignor is responsible for shipping instructions, and he should define those instructions in the clearest manner. He should also, as far as possible, indicate in those instructions his actual desire—that is, shipping instructions should be bona fide. It is granted that through the exigencies of business all cars cannot be moved from initial points through to final destination, because railroads have provided for changes of route after a car is already in service, the change being granted only when the shipper agrees to assume the responsibility for any delay to the car.

All services of the transportation companies are, in a manner, the services of an intermediary between the producer and the consumer, the railroad acting as a clearing house and receiving, transporting and delivering, with a right to reasonable regulations during the period of service, and with no right for diversion of the freight from its owner; that is, no right to deliver the freight except as indicated in the shipping instructions, the obligation being to deliver directly to the consignee, or to the order of the shipper, if the shipper so elects.

Every time a car is detained in loading, or is detained unnecessarily en route, or detained at destination, there is an impairment in the ability of the railroad to properly perform its obligations in accord with its charter; and every impairment of that ability results in increased expense for conducting operations, and that expense must be shown in the rate; consequently, the expense is borne by either the producer or the receiver.

This country is traversed by a network of railroads. There are innumerable junction and division points, and the railroads have no authority to divert a car from one market to another. The shipper chooses his market and he chooses the market from advices received, in accord with what he considers his best interests.

The capacity of a railroad is fixed by its main line, its terminal facilities, its sidings, its cars and its power. Its services are for sale, not to the highest bidder, but in accord with its published tariffs to anyone who demands it; and the amount of service demanded is in accord with the exigencies of the situation.

No railroad has control of any one market. All markets are served by many railroads, and the public at any time can demand from any one of the railroads service in excess of its capacity, and, when such demands are made, its tracks and terminals are overloaded.

In giving consideration to the entire proposition we must not forget that a railroad is working under a commercial law. Commercially, we understand that any corporation, firm or individual can make its sales under conditions of the market and conditions as made by them. They can refuse to sell unless the price is satisfactory. They can refuse to sell if they have not the product to deliver, or they can agree to sell at a given price, deliveries to be made at times specified by them; that privilege is denied to a railroad. The only situation at all analogous is where the railroad will refuse to receive freights because of a shortage of its car supply, or because of an embargo placed by the railroad on account of conditions at terminals, the terminals being congested because of the railroad's inability to deliver its freight after its services have been performed. Understanding that, I believe we all ought to appreciate the necessity of a long pull and a strong pull together, to the end of minimizing the delay in loading the car, minimizing the delay in unloading the car and allowing the railroad, through improved conditions, to increase the percentage of its cars moving loaded.

Every increase in car mileage results in an increase in tonnage hauled, and an increase in tonnage hauled is the end desired by every official of every railroad of the present age. The delay to cars until a terminal is congested is invariably followed by embargoes, which result in the switching out of cars from direct service to sidings, or the storage of cars at division points, or the refusal to furnish cars to the shipper for loading to points

embargoed. The wonderful prosperity of the country at the present time makes necessary that all should join together to the end that the railroads should have their vehicles in service for the greatest possible length of time. A car is not in service when it is standing either on the sidings of the consignor or consignee or on the sidings of the railroad. No car is in service unless it is moving, and, therefore, it is necessary, on the part of the railroads, that they should introduce reasonable rules and regulations to obtain the maximum loaded-car movement.

No matter what may be said in regard to law—law never has and never will make a condition. The law only makes possible a condition, and laws become enforceable in accord with their reasonableness and in accord with the endorsement of their underlying principles by the body politic. A law, therefore, in order to be satisfactorily administered, must be founded on right and equity, and, even when founded on the rights and equities of a people, it must be understood by the people and must be carried into effect by the force of public opinion. Our courts, in making their decisions, invariably give consideration to the rights of the individual in his relationship to other individuals, as safeguarded by the Constitution of the United States. Every decision of the Supreme Court makes plain the interdependence of all the people, and that no one has any right to special consideration for his own individual interests. The obligation of everyone must be defined in his relationship to the community, and that principle applies to all firms and corporations, and also to such firms or corporations as are now designated as public utilities.

Where we define the obligation of a public utility, conversely there must be obligations of the public to the utility. Rights must be defined, as well as obligations, and all unnecessary and burdensome obligations that react on the community are never sustained by our higher courts. A burden that is too heavy to be borne, and which drives anyone out of business, is not admissible, when applied as towards a public utility, as, when so applied, it destroys the interest of the people in that utility; therefore, the necessity of a full understanding why the utility is existent and its obligations to the public and the public's obligations to it.

At the present time the great majority of the people of this country realize their dependence upon and their interdependence with the railroads, and desire that there should be a better understanding and fuller definition of mutual obligations. Many of the old practices that were admitted as abuses have been abated, while admissions have been made, both by the people and the courts, that reasonable regulations, to the end of supervision, are necessary. Taken broadly and largely, there is a strenuous desire for an understanding of just where the responsibility of the railroads and that of the public begins and ceases, that understanding being not only as to rates, but as to the responsibility of the railroad for service and the responsibility of the shipper and receiver for the prompt loading and unloading of the car. Without prompt loading and the immediate furnishing of shipping instructions, cars cannot be promptly moved forward; while, without the immediate attention of the consignee, to the end of prompt unloading, a car is unnecessarily detained at destination, interfering with the service on the succeeding car, and, in cases of congestion, actually preventing the movement of the cars later consigned.

In this territory cars are now being promptly loaded and unloaded, there being an approximation to a minimum detention, that approximation being attained to by arrangements for improved facilities—increased of trackage at the plant, by the employment of traveling cranes and other unloading and loading facilities, imperative orders being given to subordinates that the cars must be unloaded within the reasonable time allowed under the regulations of the railroads serving them. The improvement in the handling of the freight by the public has been followed by strenuous endeavors on the part of the railroads to promptly deliver all cars received for unloading and receive and forward all loaded cars for forwarding. Methods have been introduced that have established a close relationship between all employees, so that vexed questions are immediately settled, and a failure on the part of a subordinate is immediately attracted to the attention of his superiors. There is no confusion in regard to the mutual responsibility, and it is only in exceptional cases where there is any denial of rights to either party in interest.

Statements have been made from time to time of freight congestion at Pittsburgh, and those statements were misleading, in that they have given the impression that there has been a congestion of cars in the Pittsburgh terminals, when, to the contrary, there has been no congestion of cars since 1904, although there was a congestion of freight during the summer and fall of 1906. That congestion is in the warehouses or storage yards, the railroads being unable to furnish cars for outloading.

Shortage of cars is common to the whole United States. The business handled by the railroads shows a very large increase in tonnage moved; and if the railroads had had cars for sale for service they would show a still larger increase in tonnage moved. For this territory the increase is between twenty and twenty-five per cent, all owing to the efficiency of the railroads' service, because the number of cars in service by the railroads in this territory has not increased since 1903. Their ownership of cars had been materially increased, but their cars have been "hired" under the per diem agreement by railroads who did not make adequate preparations for handling their own freights.

It is of knowledge to everybody in the Pittsburgh territory that numerous investments have been made by the railroads serving them, both for equipment and for power, and that if the agreement for the exchange of cars between the railroads, to the end of conserving the interests of the shippers, had been carried out in good faith by all roads under the doctrine that for every loaded car delivered an empty car should be returned to the railroad delivering, there would, at the present time, be enough equipment to handle all the tonnage now being offered in this vicinity. The railroads have two organizations—one to the end of an agreement between railroads for the clearance of cars, and the other organization to the end of reasonable rules and regulations for the release of cars. "Rome was not built in a day," and proper practices cannot be introduced because of an understanding that conditions must be improved. The agreement between the railroads was originally for exchange on the basis of 20 cents per car per day, afterwards changed to 25 cents per car per day, and since December 1, 1906, a further agreement among two-thirds of the car owners, on a basis of 50 cents per car per day, it having been demonstrated that greater pressure must be exercised by the car owner as against the non-owner, to the end of better car movement and a better maintenance of car supply by the railroads owning the cars.

The regulations between the railroads and the public, as first introduced, were tentative, and, as there were many complications, it has taken years of experimenting to develop a system that will bear equitably and reasonably on everybody. It is a simple proposition to affirm that delay in unloading the car is followed by delayed service, but it is not a simple proposition to develop rules and regulations that will so improve conditions that delay will be minimized, as many things must receive consideration besides the law. The charges under the car service rules and regulations do not now apply to the vast majority of cars, as the percentage of cars detained has decreased, until, in this territory, not more than three per cent of the cars handled are detained beyond the time which the railroads have considered and which the consignees have accepted as reasonable. The acceptance by the public of the rules as reasonable is entirely dependent upon the manner in which they are applied. It is the practice that is important, and the practice must make plain that the railroad has placed itself in such a position that it can go to its patrons with clean hands and request from them relief from conditions that are burdensome because of their failure to return to the railroad the cars needed for additional service.

It is not my intent to go into detail as to the application of the rules, because you gentlemen here present thoroughly understand the rules as applied to your own individual business. In saying that you understand the detail as applied to your individual business, I am practically saying that it is the obligation of the railroad to make plain to every consignee individually just how the rules should be administered, to the one end of car movement and the maintenance of an empty-car supply, so that the transportation officers of each road, in accord with their obligations, can distribute the cars. A railroad is out of business when all its cars are loaded and until the cars are again at its disposal for distribution to its patrons. Every railroad employee appreciates his relationship to car supply and tonnage movement—the better the record, the more satisfactory his service. He is held to at least equal responsibility to your employees. He is equally as desirous of maintaining the value of his services as your employees are in maintaining the value of their services to you, or as you are in maintaining the value of your service in your own interests. If the transportation officers could introduce rules and regulations that would increase the mileage movement to fifty miles per day, they would need no persuasive influence to introduce them, and the only reason that cars do not move fifty, sixty or even seventy miles per day is because the solution for such movement has not yet been evolved.

We may will to do, and do what we will, if we can control the conditions, but not otherwise. Faith may move mountains, but it won't move cars. It will take faith, work and intelligent co-operation to solve the problem, and everlasting patience before the solution can be practically and universally applied.

THE CO-OPERATIVES

The Olivia Farmers' Elevator Co. cleared \$1,200 on its deals in fuel and feed during the last half of 1906.

The farmers owning the elevator at New Richmond, Wis., will operate it on their own account as the New Richmond Elevator Co. An agitator of the Society of Equity has stirred up the neighborhood, and forty farmers "chipped in" to raise \$300 "as a nucleus."

The Farmers' Grain Co. of Ramsey County, N. D., has fourteen elevators in that part of the state and two in Manitoba, where several more will be built next summer. Grain is handled in bond through Minneapolis. The farmers, however, object to the milling-in-bond privilege.

INDEPENDENTS OF NORTH DAKOTA.

On December 18 and 19, at Valley City, N. D., a meeting was held of 51 representatives of 32 elevators to form a state organization, and to discuss the affairs of the "independents."

The first half day was consumed in a discussion of the situation in the state, and with one or two exceptions the buyers present reported "discrimination" of the railroads in favor of the line elevators. The delegates said the independent elevators "are ostensibly given a fair deal in many localities, but in reality are given the worst of it; the cars are equally divided, but the independents get all of the 40,000-pound cars, while the line elevators get the 60,000 and 80,000 pound cars."

A permanent organization was then formed by the election of the following officers: President, A. J. Kildahl, Maza; vice-presidents, O. J. Majors, Hope; Louis Thompson, Hatton; P. H. Moon, Flora; A. Waster, Arpio; A. D. T. Thompson, Valley City, secretary and treasurer.

The following resolutions were adopted by the Association:

Whereas, It having been ascertained that grievances of a serious and alarming nature have developed over the entire state on account of the lack of cars in which to ship grain to market; and

Whereas, The distribution of the cars to the shippers has not been fair and just, in that at competing points more cars were furnished than at non-competing points, and that an unjust discrimination is being made; therefore, be it

Resolved, That a bill be drafted and presented to the next legislature, compelling the railroad companies within the state to secure cars sufficient for the needs of the shippers in marketing their grain or stock and compelling an equitable and just distribution of the same.

Whereas, We, the shippers, have been compelled to load our cars within a specified time or pay a demurrage, and in many cases these same loaded cars have been allowed to stand on a sidetrack and been delayed for weeks to suit the convenience of the railroads, thereby causing, in many cases, heavy loss to the shipper;

Resolved, That we recommend that a reciprocal demurrage bill be introduced into the next session of the legislature and be passed and become a law, forcing the common carrier to pay demurrage at the rate of \$25 a day for each and every day after the lapse of twenty days from time of shipment of the grain from any point in North Dakota to Minneapolis, Duluth or Superior; and be it further

Resolved, That this body heartily favors a national inspection law and the appointment of a federal inspector.

Resolved, That we heartily thank the State Bankers' Association for the interest which they have taken in behalf of the grain growers and shippers, and that we render them every assistance in our power.

Steps were taken toward the organization of an Independent Elevators' Mutual Fire Insurance Company.

A legislative committee consisting of O. J. Major of Hope, C. E. French of Penn, J. H. S. Tomson of Valley City, was named.

A committee of five was named to meet the North Dakota Elevator Association, and effect a combination of the organizations.

A committee was named to secure, if possible, a half-day program at the Tri-State Grain Growers' convention in January, for the independent elevator men, but there will be no special meeting of elevator men at that convention.

An elevator at Cleves, Iowa, belonging to Martin Janssen, bursted open recently, spilling 2,000 bushels of corn.

IOWA RAILROAD COMMISSIONERS BELLIGERENT.

On December 11 the Iowa Railroad Commissioners filed with the Governor a supplement to their original annual report, which the Des Moines press styles "sensational." The report has not been officially printed or published; so we are compelled to rely on press abstracts of its contents. Its subject is said to be the "Protection of Grain Producers Against the Combination of Elevator Operators."

The report is credited to E. A. Dawson, who has a theory that the railroads give elevators inadequate accommodations on their rights-of-way. "It is a theory of the Commission," says a Des Moines correspondent of the Council Bluff Nonpareil, "that elevators are merely branches of railroad common carriers, and that the railroads are under the same obligation to the public in the operation of the elevators as they are in the operation of the railroads proper." The Commission says:

"Another suggestion with reference to the obligation of railway companies to lease their property for warehouse, elevator and storage purposes is with reference to their legal obligations to the public. The company holds its right-of-way, as a rule, under the same authority as though it had originally condemned it for railway purposes. The storage of merchandise at railway stations for the purpose of making shipments is one of the obligations that is required of all common carriers. The extent of its duty in that line is based upon its duty to the public as common carriers. It will not be disputed but that some stations require more room for storage purposes than others.

"The railway companies have adopted the method of leasing their ground to private parties for the purpose of handling merchandise. Is it not true, then, that the companies are legally obligated to see that their lessees carry out such reasonable requirements as are due to the public? And can the railway company escape its legal obligation by leasing its property?

"For instance, if it leases its property or ground for two elevator sites at one station and subsequently the two owners of the elevators enter into an agreement or arrangement or combination to handle grain at such station, is it not the duty of the railroad company to protect the public interests?

"In other words, do not the lessors operate these elevators under their leases? They certainly can protect themselves by proper stipulations and provisions in the lease.

"There seems to be a disposition on the part of some of the roads—and the Commission is glad to say that it is confined to a very few—to be inclined to protect their lessees where there is an arrangement between the elevator men. If this is continued would it not be wise to require the companies to see to it that proper shipping facilities are provided for at all points where merchandise may be left for storage and shipment, and to that end it may become necessary for the railroad companies to file with the State Railroad Commission copies of all leases made to their property where their property is to be used for a public use and in aiding them in carrying on their duty as common carriers."

THE FEATURES OF 1906.

Flat, stale and unprofitable have been the 1906 grain markets. Overproduction has paralyzed speculation. Foreigners are dictators. They always will be on full crops. Production of the world is increasing. Crops this year aggregate more than ever before. Russia is short. United States has record-breakers. English will always be the largest importers. Their milling capacity has greatly increased. They are becoming more independent of our country for their grain supplies. Population of the world increases 1 per cent annually. World is prosperous. Some think bread consumption increases in hard times. Rye bread is less popular in Germany. Domestic consumption should soon overtake our production in average crop years. Railroads will then adjust their rates to domestic conditions instead of making a big discrimination in favor of exports as they do at present. Interior markets will then blossom again.

There is an evolution going on the grain, milling and clover seed business. All feel it, but some do not see it. Good reputation is the greatest asset any firm or market can have. Some mixers have been nearsighted. They have tried to treat buyers as suckers. They have hurt the contract grades, injured the foreign demand and made the speculative public suspicious. Foreigners have protested. Uniform grades as suggested would help to restore confidence. All should be required to furnish an average of the grade when they ship out or deliver upon contracts, as they are here. Uniform commissions and charges should be established.

Car famine has hurt everybody. Big firms have lost some of their special privileges. Railroads are afraid of Teddy and a jail sentence. Premiums on futures are eating up the bulls, but helping millers and carriers. Bucket-shops are a cancer which is feeding mostly upon the stock quotations. New York Stock Exchange is asleep. National legislation is necessary. Every market is complaining. Most of them have their local troubles. Dull business aggravates them. Don't be chumps. Get together. Harmonize. Forget 1906. Be optimistic.—C. A. King & Co., Toledo.

CORN AND DENATURED ALCOHOL.

The increased capitalization for the manufacture of denatured alcohol, the struggle for control by combination, the fuel famine in the northwestern states and the introduction of further legislation to prevent the monopoly of this industry all mean something.

A few million gallons of denatured alcohol is lightly given as the limit of our requirements for the coming year. The one industry of varnish manufacture alone will absorb three times the quantity so mentioned. To them it will be one-third the former price of wood alcohol.

Let it be remembered that denatured alcohol at 40 cents a gallon, including the whole cost of denaturing, means the profitable utilization of the poorest corn at 80 to 90 cents a bushel, and we may wake up to the situation.

The manufacturers will be the first bidders, then the household consumers for lighting, cooking and heating, and afterwards the motor fuel users will keep up the demand for this agent to an extent that it will be years before sufficient corn can be had at 50 cents to supply the demand.

Do not underestimate the necessity that exists for this article. Its influence is already upon the corn market, and it is going to disappoint a great many who are figuring upon cheaper corn in the future. Buy corn on its manufacturing merits, if feeding it at 15 to 20 cents a bushel profit is not reason enough.—E. W. Wagner, Chicago.

HOW OLE GOT THE CARS.

Parkhurst, N. D., is a little station just out of Jamestown, N. D. Ole Sather, a lively and wide-awake Scandinavian, manages an elevator there. For weeks, Sather had prayed for cars and had implored the roads to send some along, but none could be had. One day last week a train pulled north carrying empties for Carrington and other competitive points. It was a big train and on a grade it stalled. The crew cut off a number of cars and in the cut-off were eight empties. They were to be picked up next morning.

Ole Sather saw them. Like mad he dashed for home and sent out to all his friends and neighbors an emergency call. They rallied to his aid. The cars could not be moved, but the grain could be hauled to the cars. It was a race against time. Teams strained and drew the heavy wagons, lanterns swung far into the night, men labored to beat out the returning train crew, and when morning dawned the eight cars, loaded to the limit, contained 10,000 bushels of grain.

There was much railroad profanity and a threat to throw it into the snow, but wiser counsel prevailed, the loaded cars were finally moved, and so 10,000 bushels of Stutsman County grain was sent to market.—Exchange.

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

Wm. Gray Jr., Romeo, Mich.
J. W. Bettendorf, Sublette, Ill.
S. F. Evans, Minneapolis, Minn.
J. H. Tromanhauser, Goderich, Ont.
Harry Wolf, of The Wolf Co., Chambersburg, Pa.

W. L. Richeson, chief grain inspector, New Orleans, La.

W. B. Hoover, Pittsburg, Pa., representing Barnard & Leas Mfg. Co., Moline, Ill.

S. J. McTiernan, St. Louis, Mo., representing Huntley Mfg. Co., Silver Creek, N. Y.

A. F. Shuler, Minneapolis, Minn., representing Huntley Mfg. Co., Silver Creek, N. Y.

Jno. D. Shanahan, Bureau of Plant Industry, Department of Agriculture, Washington, D. C.

HAY AND STRAW

Timothy hay brought \$16 a ton at Kewanee, Ill., the latter part of December.

M. J. Pink & Co., wholesale dealers in hay at Cairo, Ill., have changed the firm name to the Pink Co.

C. P. Higginbotham, Fred Andrews and Joseph Cunha of Pendleton, Ore., will install an alfalfa feed mill.

J. L. Austin, father of President Charles J. Austin of the New York Hay Exchange, died last month.

A hay shed belonging to a Mr. Paxton, at Kansas, Ill., burned with its contents late in December, at a loss of \$1,500.

Reports from Alvin, Texas, say the season's hay crop has been the most profitable in a number of years. Good prices prevail.

A well-filled hay shed belonging to Abner Hendee of New Haven, Conn., was burned down at a loss of \$3,000, on December 19.

John Good, a farmer near Duffield, Pa., has reaped a second crop of 20 tons of good timothy hay from a field which produced a big crop in July.

Around Huntsville, Texas, peanut hay is being grown with excellent results. It is considered an equal to alfalfa by many, and quite as profitable.

August Froemming, a hay dealer of Forestville, Wis., had more than 100 tons of hay piled along the tracks on December 22, awaiting cars for shipment.

A report from Rock Falls, Ill., said hay could not be secured at any price on December 19 or thereabouts. Tame hay was valued at \$15 and slough grass at \$12.

New York receipts of hay were light during the last of the old year and the first few days of January. There are embargoes against the product on the Central, Erie and Lehigh Valley roads.

On two and a half acres of abandoned orchard soil at the Oklahoma Experiment Station, near Stillwater, Okla., a yield of 8,242 pounds of cured Bermuda hay was recorded within less than twelve months.

From 75 to 100 tons of baled hay is being shipped daily from Iola, Kan. The product goes to Kansas City, St. Joe and Omaha mostly for use in the stockyards. The quality is not so good as it was last year.

L. Keilman & Co. of Lowell, Ind., recently incorporated to handle hay, grain and building material. The firm is capitalized at \$10,000. Directors of the company are Leonard Keilman, J. A. Kimmet, J. L. Keilman and Albert Foster.

Oat hay, the chief crop produced by W. M. Swinehart on his farm near Fort Selkirk, Alaska, yields about three tons to the acre and sells readily in the spring at from \$100 to \$125 a ton. Demand has never been lacking for all the hay the farm produces.

It is proposed by the Rosser Grain Growers' Association of Rosser, Man., to induce the Canadian government to make it compulsory for dealers in hay and straw to put up bonds with the government, as do the grain dealers. This will assist in ostracizing unscrupulous dealers.

A train of thirty cars, filled with hay, was shipped from Iantha, Mo., to Kansas City, on December 22, by E. H. Schreiner & Son. On account of the scarcity of box cars a number of cattle cars were loaded, they having been carefully lined with tar paper to protect the hay from rain or fire.

A Chicago commission man is buying choice hay at \$5 a ton in Little Falls, Minn., where he bales it and then ships it to Chicago to sell for something like \$18. He tells the natives of the little Minnesota town that he regards the Morrison County hay crop as one of the chief sources of the county's wealth.

O. K. Linabury, for many years a prominent hay dealer of Greater New York, died on December 26, after a brief illness. Mr. Linabury had mounted the ladder of success to the stage of proprietorship of a large establishment. He was a member of the National Hay Association, as well as the New York Hay Exchange Association.

The receipts of hay at Pittsburg have been very much heavier the last three days (January 8) than for some time past. Prices are easier. The movement seems to be general to all markets and the situation there is not surprising. The outlook is uncertain. The wet weather of the last two weeks has hindered shipments and unless there is a freeze in the near future roads will be almost impassable. Prices for the present will depend upon the weather very largely. Specu-

lation should be discouraged. All markets seem to be pretty well filled up.—Pittsburg Hay Reporter.

The G. C. Sorey Co. is a new hay and grain firm incorporated at Norfolk, Va., by G. C. Sorey, president; E. D. Ferebee, vice-president; W. W. Sawyer, secretary and treasurer. The company is capitalized at \$10,000.

Exporters of hay in Quebec are urging the Canadian government to take action regarding the claim against the United States, made in 1881, for excessive duty exacted on Canadian hay. The United States courts have decided the duty collected exceeded by \$75,000 the amount the government was warranted in taking. This, with interest for 25 years, totals nearly \$150,000.

In Nebraska the labor bureau estimates an acreage of 365,651 acres of alfalfa for the year. The production should have been 1,340,642 tons, valued at \$10,725,136. Buffalo County is, of course, the leader in acreage and production, having 27,305 acres devoted to alfalfa raising, with a production of 103,766 tons. Dawson County is a close second with 23,544 acres of alfalfa, producing 101,239 tons. Brown County, with an acreage of 488, is credited with five tons per acre yield, the largest of any of the counties.

In California alfalfa is becoming a favorite orchard crop. Professor Fowler of that state positively says that alfalfa planted among fruit trees on bottom lands, where water is within twenty feet of the surface, is a benefit, in that the roots will go to water and act as a pump in bringing the water to the surface of the ground. He says also that it is one of the best fertilizers the land can have, in that the droppings from the stalks form an enervating compost that rejuvenates the soil.

There is an impression in the trade here, says the latest Montreal (Que.) Trade Bulletin, that prices have about reached their highest point, as there are said to be considerable quantities held in the hands of country dealers, whose stocks were bought at lower prices and who could accept one to two dollars per ton under present prices and still make good profits. Now that navigation is closed and prices here are too high for export to Great Britain, there is only the home trade and the American market to be supplied, and it is claimed there is a surplus over and above the requirements of the local and country trade. Stocks in the city at the moment are ample for the wants of the trade, and any material increase would cause an easier market and lower prices. On the other hand, it is asserted that as long as the American market remains as high as at present, New York and the New England states will take enough of our supplies from the interior to prevent any decline in prices.

T. D. Randall & Co., Chicago, say January 11: Hay arrivals continue liberal. In fact, offerings are somewhat in excess of the demand, which makes a rather slow market. The better grades of Timothy are selling readily, while No. 2 and mixed hay are in liberal supply and moving slowly. Choice Timothy is selling at \$17.50 to \$18.00 per ton. No. 1, \$16.00 to \$17.00. No. 2 Timothy and good No. 1 Mixed Hay \$14.50 to \$15.50. Lower Grades and Heavy Mixtures \$10.00 to \$14.00. Rye Straw is moving slowly at \$8 to \$8.50. Oat and Wheat Straw, \$7.00 to \$7.50. Illinois, Indiana and Wisconsin Feeding Prairie Hay, \$10.50 to \$12.00, according to quality. Ordinary Feeding Hay and Packing Hay, \$9.00 to \$10.00. Iowa, Minnesota, Nebraska and Arkansas Prairie Hay—Choice, \$13.50 to \$14.00 per ton; No. 1, \$12.00 to \$13.00; Lower Grades, \$10.00 to \$11.50. Kansas and Indian Territory Prairie Hay in more liberal supply. Choice selling at \$15.50 to \$16.00 per ton; No. 1, \$14.00 to \$15.00; No. 2, \$12.50 to \$13.50; Lower Grades, \$10.00 to \$12.00. It is our opinion Hay, Timothy Hay and Straw markets are at the bottom and that you can safely figure on your hay selling at the above quotations.

Again last year hay took second place as to value of the farm products, says the Fruit and Produce News. Cotton crept in two years and took the place of hay, but it was shoved aside by hay in 1905 and 1906. Corn is the most valuable crop. The total value of last year's hay crop was \$592,539,671. This is \$12,000,000 less than the value of the crop in 1905. That year showed the greatest value because of general high prices, it being a trifle over \$605,000,000. The average price per ton last year was \$10.37. As in nearly all farm products, New York leads in hay, the crop yield being 6,038,580 tons, valued at \$73,066,818. It is nearly double the amount of any other state. Pennsylvania is third with 3,993,627 tons, valued at \$53,514,602. The average price per ton in Pennsylvania was \$13.40, compared with \$12.10 in New York. In tons Iowa is second with 4,725,000 tons, but as the average per ton was only \$7, its total value is less than Pennsylvania. Ohio, Michigan and Illinois are the three other most important hay states. The yield of each

exceeds 3,000,000 tons. The average price per ton in Illinois was \$12.50, Ohio \$12 and Michigan \$10.35. Rhode Island had the highest average price per ton, it being \$17.40. North and South Dakota had the lowest average, it being \$4.50. Massachusetts stood second in value per ton, it being \$17.

LATE PATENTS

Issued on December 11, 1906.

Wagon Dump.—John F. White, Bloomington, Ill. Filed February 12, 1906. No. 838,067. See cut.

Machine for Sorting Seed Corn.—Ralph H. Stimple, Batavia, Ill. Filed September 28, 1905. No. 838,220. See cut.

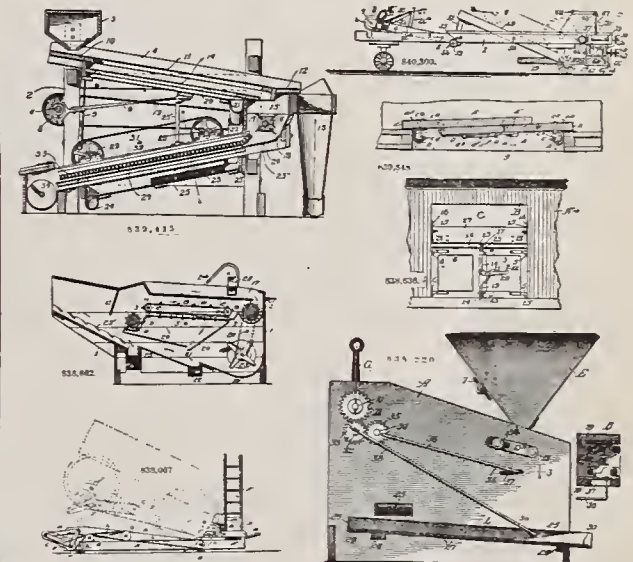
Elevator Belt.—Chas. E. Taylor, Bremen, Ohio. Filed April 6, 1906. No. 838,221.

Issued on December 18, 1906.

Door for Grain Cars.—Thomas F. Mitchell and Herman Bauman, Duluth, Minn. Filed January 20, 1906. No. 838,636. See cut.

Conveyor.—Chas. D. Seeberger, Yonkers, N. Y. Filed May 28, 1902. No. 838,654.

Machine for Hulling Peas and Beans.—William E. Jones, Rutherford, Tenn. Filed July 7, 1906. No. 838,862. See cut.



Issued on December 25, 1906.

Machine for Cleaning Beans and Peas.—Robert J. Owens, Minneapolis, Minn. Filed February 7, 1905. No. 839,415. See cut.

Issued on January 1, 1907.

Grain and Ear Corn Elevator.—Bernard Cunningham, Shannon Township, Pottawatomie County, Kan. Filed March 8, 1906. No. 839,814.

Grain Car Door.—Chas. I. Holmes and James A. Boatright, Thomas, Okla. Filed March 26, 1906. No. 839,848. See cut.

Cleaning and Grading Apparatus.—James Gaynor, Grand Rapids, Wis. Filed February 26, 1906. No. 839,925.

Dump and Elevator.—James S. Collins, Marcus, Iowa. Filed August 31, 1906. No. 840,300. See cut.

ZAHM'S IDEA OF A CHRISTMAS PRESENT.



Santa Claus believes in favoring the shipper. See the "Empties" he has? They surely will be an acceptable present. Here's hoping Santa remembers all our friends with cars—real cars.—Zahm's Circular.

But didn't Santa get sidetracked with his empties?—Ed.

FIRES--CASUALTIES

M. W. Cardwell's elevator burned down at Overbrook, Kan., early last month.

Slosberg & Solomon, grain dealers of Norwich, Conn., suffered a heavy fire loss last month.

Fire swept away the Brown & Hedge Elevator at Straight Creek, Kan., the latter part of the old year.

An overheated stove in Wilson & Son's elevator at Mecosta started a blaze, which was extinguished with but slight loss.

A small fire occurred at the Neola Elevator at Savannah, Ill., on December 18, but was extinguished with little damage.

A bursted wheat bin at the mill in Osborne, Kan., caused 2,000 bushels of wheat to be spilled onto the walk, one day in December.

Bather Bros. Elevator at Mendota, a town in Minnesota, on the Omaha Railroad, burned December 19, entailing a loss of \$20,000. It was partially insured.

Fire damaged the farmers' elevator at Danube, Minn., to the extent of \$400, in December. Insurance adjusters quickly settled the claim and repairs were soon made.

Some three tons of grain on the second floor of A. D. Miner's elevator, at Westerly, R. I., proved too heavy for the flooring, and there was a collapse. The damage was slight.

A small fire was discovered in the office of the Knight Elevator at Monticello, Ill., on December 20. A burning log in the grate had rolled out on the floor and warmed up things.

The engine room of John Westrand & Co.'s elevator caught fire recently, but a bucket brigade arrived in time to prevent it from gaining any headway, and only \$100 worth of damage resulted.

The elevator belonging to the Minnesota & Northern Elevator Co. at East Grand Forks, N. D., caught fire on December 17, but was extinguished by the prompt action of a bucket brigade. The loss was nominal.

Fire, supposed to be an incendiary's work, destroyed the F. B. Gilbert Grain Co.'s elevator at Wagoner, I. T., on Christmas Eve. About 3,000 bushels of corn were consumed, causing a loss of \$6,000. It was partly insured.

With nearly 20,000 bushels of grain in its bins, the Atlantic Elevator burned down at Oswald, N. D., on December 15. The origin is not known, as the fire started several hours after the employees had left. The company is undecided as to rebuilding.

Fire, believed to have originated in the office stove, consumed the elevator belonging to the Minnesota and Iowa Grain Co. at Royal, Iowa, and threatened the plant belonging to Bowen & Regur. A bucket brigade, however, saved the latter structure.

A small fire occurred at the elevator of the Cox Grain and Elevator Co. in Iola, Kan., on December 14. A small building adjoining the elevator proper was ignited by an exhaust from a gasoline engine. The loss was nominal and was covered by insurance.

Mystery surrounds the origin of a fire which destroyed the Cooper Elevator at Neola, Iowa, the day before Christmas. Some 17,000 bushels of corn and oats were burned, and in all a loss of \$8,000 was felt, though the company was insured for \$2,000.

An \$80,000 fire, which gutted a large portion of the Quaker City Flour Mills at Philadelphia, Pa., took with it a \$15,000 elevator. Wheat bins well filled with grain and valued at \$125,000 were saved. The fire occurred the morning of December 28.

Fire destroyed the elevator at Rothsay, Minn., on the morning of December 22. The plant was leased by the Melrose Milling Co. and held about 2,000 bushels of wheat, besides a large amount of flax and oats. The loss approximates \$10,000, partially insured.

George Thompson of Cobourg, Ont., suffered a fire loss the night of December 19, when fire was discovered in the elevator he occupies. However, the firemen confined the blaze to the engine room, though water and smoke caused considerable damage to the stock.

More than 60,000 bushels of wheat were spilled upon the ground by the collapse of the Big Bend Grain Co.'s warehouse at Odessa, Wash. The plant is leased by Mayer & Banko. The great weight of the wheat, coupled with the soft ground beneath the foundation, due to excessive moisture, settled the building and caused the sides to spread. The building is a wreck with the excep-

tion of the floor and underpinning. Owing to the inability of the railroad company to furnish grain cars the wheat will have to be taken out of the wrecked building and repiled, which, with the loss caused by the sacks bursting, will make the damage a heavy one.

About 8 o'clock the evening of December 20 fire destroyed the Davenport Elevator Co.'s plant at Bushnell, S. D., together with a large amount of wheat. It is believed sparks from a locomotive fell in some waste near the driveway and quickly spread to the building.

On December 19 fire destroyed the elevator belonging to the Platt Mills Co. at Springfield, Mass. No cause has been assigned for the fire. O. G. Camp of the company is quoted as saying the loss on the building is \$40,000, and the stock of grain, etc., \$15,000 or \$20,000.

Tramps are believed to have been the builders of a fire which destroyed the Brooks & Colliers Elevator at Mad River, near Springfield, Ohio, early in the morning of December 20. A large quantity of wheat and corn was consumed, and two box cars were destroyed. The loss reaches \$6,000.

A disastrous fire swept away the Lynds Elevator at Fortescue, Mo., on the morning of December 16, causing a loss of \$20,000. About 12,000 bushels of corn and 4,000 bushels of wheat were burned. Mr. Lynds has commenced the erection of a larger plant, and is now doing an enforced "scooping" business.

It is believed an incendiary is responsible for the fire which destroyed the Travis-Emmick Co.'s elevator at Thurman, Ind., early in December. About 1,000 bushels of corn and 300 bushels of oats were consumed. The loss will reach \$2,000. J. H. Travis of Toledo, Ohio, is the principal owner, and D. H. Smith is manager.

While Manager Gilbert Saltmarsh of M. M. Fowler's elevator at Warner, S. D., was attending church services the evening of December 23, an incendiary entered the elevator and kindled a fire. Citizens discovered the blaze at an early stage and managed to put it out before a great amount of damage had been done.

In order to save his ship, Captain Hollingshead of the S. S. Neepewah, from Fort William, Ont., threw more than 40,000 bushels of wheat to the fish in Lake Superior. Twice the steamer was reported missing, and grave fears were entertained for her safety. She was driven ashore near Michipicoten, on the north shore of Lake Superior, and to add to the adventures of the trip, part of the crew mutinied when ordered to throw the grain overboard. Jettisoning the cargo was the best and quickest means for saving the boat, and Captain Hollingshead did not hesitate a moment. Arming himself with revolvers, he ordered the men into the hold at the point of the guns, and stood watch over them while they shoveled. Haste was necessary, as the boat's supply of fuel was short.

MILLERS' NATIONAL INSURANCE COMPANY.

Following is the substance of the thirty-first annual report of the secretary, M. A. Reynolds, to the policyholders of the Millers' National Insurance Company, dated January 1, 1907: "At the last annual meeting of the policyholders of this company, a request was made to have this annual report show the condition of the company, with the same detail that is shown in the reports of the Insurance Department of the State of Illinois. It affords pleasure to comply with this request, and in addition to furnish other information, not required by the state, but which we think may prove of interest.

"Our business has increased in a most satisfactory manner, the amount at risk being over \$4,000,000 in excess of last year. While it has been the most disastrous year to insurance companies generally that the business has ever known, our losses, while considerably more than last year, are less than our average for ten years, based on the amount at risk, which has admitted of our taking care of our losses and expenses with an 8 per cent assessment on the premium notes for the year, or 40 per cent of the annual rate, equal to a 60 per cent saving on the basis of a cash premium for the rate charged.

"Our board of directors in October passed a resolution limiting our net cash surplus to a sum between 2 per cent as a minimum and 2½ per cent as a maximum of the amount at risk, which it is believed will furnish that absolute security which every policyholder demands, and at the same time prevent an unnecessary accumulation, to which objection is sometimes made.

"The practice of reinsuring other companies, never very largely indulged in, having been found to produce little or no profit, has been discontinued entirely.

"We have had two complete audits of our accounts since our last report, and have the certificate of the auditors making them.

"Our securities were valued by the First National Bank of Chicago, one of the great financial institutions of this country, but with which we have no account, and their statement in regard thereto [is to the effect that the above prices represent a fair market value of securities described.]

"Never in the history of the company has it been

in as strong a position as it is to-day. Never since it assumed its present name in 1877 has it been so nearly what its name implies as it is to-day. Never was it in such close touch with its policyholders as now, and never were their interests so securely guarded. Its board of directors directs; its officers and employees are absolutely under the directors' control, and its future is, therefore, just what the Milling and Grain interests of this country choose to make it.

FINANCIAL STATEMENT.

Assets.		
	Par Value.	Market Value.
Railway bonds	\$ 267,000.00	\$ 264,757.50
School bonds	241,200.00	253,991.25
Municipal and county bonds..	239,257.70	250,012.55
Traction Co. bonds	90,000.00	\$4,600.00
United States bonds	50,000.00	57,500.00
Gas and electric light bonds.	30,000.00	30,400.00
Real estate bonds	30,000.00	30,000.00
Elevated Railway stock	11,100.00	9,990.00

Total bonds and stock....	\$ 958,557.70	\$ 981,251.60
Loans secured by trust deeds on Chicago real estate....		145,000.00
Interest accrued on above securities		14,372.91
Cash on deposit with treasurer of Manitoba		10,000.00
Cash on hand and in bank...		101,037.04
Premiums in course of collection		13,461.63
Total cash assets.....		\$ 1,265,123.15

Liabilities.		
Losses in course of adjustment, including all reported or supposed losses.....	\$ 15,117.25	
Unearned premiums at 50 per cent.		
Fire risks running one year or less	\$ 58,501.60	
Unearned premiums pro rata on fire risks running more than one year.	160,158.07	
Total reinsurance reserve required by law.....	218,659.67	
Guarantee deposits	179,077.55	
All other claims against the company	3,607.82	
Total liabilities		416,462.29

Net cash surplus (\$23.67 per \$1,000 at risk).....	\$ 548,660.89
Premium notes subject to assessment net value.....	3,581,205.25
Surplus over all liabilities, including notes	\$ 4,429,566.14

Income During the Year.		
Premiums on cash policies...	\$ 138,336.93	
Premiums on mutual policies.	106,841.24	
Assessm'ts on mutual policies	331,163.42	
	\$ 576,341.59	
Deduct return premiums.....	65,303.76	
Net prems. and assessm'ts.	\$ 511,037.83	
Interest on investments (net)	49,986.95	
All other income.....	7,759.66	
Total income		568,784.44

Disbursements During the Year.		
Net amount paid for losses...	\$ 383,763.26	
Commissions or brokerage....	16,357.17	
Salaries, fees, clerks, agents, inspectors and other employees	57,443.78	
State, national and local taxes.	9,538.76	
All other payments and expenditures	31,737.40	
Total expenditures		498,840.37
In force December 31, 1906....	\$35,862,820.97	
In force December, 31, 1905....	31,701,729.83	
Increase for the year.....		\$ 4,161,090.14

Classification of Risks.		
Mutual flour mills and contents.	\$13,635,333.17	
Mutual elevators and contents.	9,375,922.73	
Mutual general business.....	3,415,345.00	
Total mutual business....		26,426,600.90
Cash flour mills and contents.	\$ 263,850.00	
Cash elevators and contents..	4,423,364.30	
Cash all other business.....	4,748,955.77	
Total cash business.....		9,436,170.07
Total at risk.....		\$35,862,820.97
Total flour mills and contents, cash and mutual.....	\$13,899,233.17	
Total elevators and contents, cash and mutual.....	13,799,287.03	
Total general business.....	\$ 164,300.77	
Total at risk.....	\$35,862,820.97	

Losses paid since organization. \$ 5,296,617.38
There were \$0 losses over \$1,000 each paid, \$320,634.27; 230 losses under \$1,000 each paid, \$23,944.52, and 14 losses unadjusted estimated (1906), \$13,467.25, making 324 losses incurred during the year, with a total of \$358,096.04.

The annual meeting to elect directors will be held at 205 La Salle Street, Chicago, on January 23 at 10 o'clock p. m. Three directors' terms expire.

Governor Cummins of Iowa, in an interview with President Roosevelt on December 19, while discussing the car shortage question, declared it to be his intention to recommend in his message to the Iowa Legislature in January the enactment of legislation which will impose a fine on a railroad

company which neglects to furnish cars after a certain number of days.

ON THE RECENT CROP REPORT.

We knew it—we predicted it—that neither "Sage, saint or sophist" could beat the Washington office in estimates for large crop yields. How do you like 965,000,000 bushels for the oat crop—102,000,000 bushels gain since the October estimate and 12,000,000 bushels more than in 1905, and the largest crop (save one) ever raised?

Claim is made of "preliminary errors" in the acreage, and 30,000,000 acres were added for good measure in this report. If the service was worth "a continental" the accurate acreage should have been known by July 1, and there is no excuse for "errors" (?). Why mislead the trade for six months on acreage that was completed nearly eight months ago? Either horn of the dilemma is a discreditable one.

What think you of the corn crop estimate—2,927,416,091 bushels? This is 220 millions more than in 1905 and 460 millions more than in 1904, both large crops. This, too, is arrived at by increasing the acreage suddenly. Do you believe there was a large increase in the acreage of both oats and corn?

Developments in the crop movement seem to have made it necessary to reduce the wheat crop estimate about 5,000,000 bushels, but we wonder that any concession was made. Even in this final estimate of 735 millions, the measured bushel is the basis reported on, when decency demanded that the public should be informed that this means 715 millions in commercial bushels.

If these crop figures are correct, what is the opinion of men in the oats-growing sections worth?

Will the growers of all grain scare badly and properly to the lowest export basis of price, so as to keep the balance of trade in America's favor, keep down the rate of foreign exchange and help out the promoters and financiers in the East, as they should do? Seriously, grain dealers should be sure of liberal margins in buying, as the depressing effect of this report will be far-reaching.—Pope & Eckhardt Co., Chicago, December 21.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FEED BAGS.

Sewing twine, etc., for sale. Bottom prices.

WILLIAM ROSS & CO., 57 S. Water St., Chicago.

FOR SALE 1,000-TON HAY BARN.

Indian Territory, 75 miles south of Kansas line; 27½-cent hay rate to Chicago, 13 to Kansas City. Barn equipped with patent elevators for hoisting and placing hay 35 feet high, almost anywhere it is wanted, and faster than a man can dump the bales. Scales and all kinds of hay tools and machinery. Reason for selling, dissolution of partnership. One member of firm going South on account of ill health, other member will continue the business here in Kansas City and can't look after hay barn so far away. This is a snap for a good hay and grain man. Will show books to prove profits. Write for particulars or call on

WOOLSEY-STAHN HAY CO., Kansas City, Kan.

ELEVATORS AND MILLS

FOR SALE

Stock in a good mill paying 23 per cent annual dividends. Write

A. H. BENNETT & CO., Topeka, Kan.

FOR SALE, RENT OR EXCHANGE.

Good mill and elevator located in fine wheat country. Favorable terms. Address

F. S. R., Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

One-hundred-thousand-bushel elevator, doing an annual business of 500,000 bushels, located in best grain district of western Indiana, on the Chicago & Eastern Illinois Railroad, about 100 miles from Chicago. The plant has first-class equipment and is in perfect order. Write for full description and particulars to

BOX 3, Freeland Park, Ind.

FOR SALE.

One 50,000-bushel full modern and well-equipped elevator, located in the famous Saskatchewan Valley, the finest wheat section in the world, in a good town; station handled last year 900,000 bushels; will ship over a million this year, mostly wheat, some oats and flax; only three other elevators in town; best of competition, big margins. Don't answer unless you mean business. Price \$7,500. Address

MUTUAL, Box 672, Regina, Sask., Canada.

ELEVATORS FOR SALE.

We have a large list of extra good bargains in elevators, first-class locations, doing good business. Write for prices and descriptions, giving location you prefer. We furnish managers and buyers for elevators and secure positions for men who wish to change their location. If interested in an elevator or milling proposition be sure and write to us.

IOWA MILL AND ELEVATOR BROKERS, Independence, Iowa.

MACHINERY

ENGINES FOR SALE.

Gasoline engines for sale, 5, 7, 10 and 20 horsepower.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

FOR SALE.

One No. 37 Howes Oat Clipper, good as new. Address

THE ADY & CROWE MERCANTILE CO., Denver, Colo.

SPECIAL BARGAIN.

In No. 2 Nordyke & Marmon Corumeal Dryers, capacity 50 bushels per hour. Good as new; write for prices.

A. S. GARMAN & CO., Akron, Ohio.

FOR SALE.

One 60-horsepower slide-valve engine, with automatic cut-off governor. This machine is in fine condition. For price and particulars write to

FROEDTERT BROS. GRAIN AND MALTING CO., Milwaukee, Wis.

FOR SALE CHEAP.

Thirty-horsepower gas engine and 35-horsepower gasoline engine, in good running order.

Also 45-horsepower Atlas Tubular Boiler. Address

T. M. WARNE, Amboy, Ind.

FOR SALE.

Gasoline engines; one 54-horse Fairbanks-Morse; one 28, one 16, one 12, 2, 8 and 25 horsepower Sterling Charter. All sizes and prices in small sizes.

A. H. McDONALD, 38 W. Randolph St., Chicago.

FOR SALE VERY CHEAP.

One Wheelock Automatic Engine, cylinder 20x48, diameter of shaft, 8 inches; length of shaft, 7 feet 10 inches. Engine right hand.

With engine goes full set of oil cups, one cylinder lubricator (Detroit Double Connection) and one receiver and separator, 5 feet by 10 inches by 15 inches. Engine and fittings in good condition. Reason for selling, plant requires larger engine. Address all inquiries to

HYGIENIC FOOD CO., Battle Creek, Mich.

FOR SALE.

One No. 6 Monitor Dustless Receiving Separator. Two No. 7 Eureka Warehouse Scourers. One No. 2½ Western Corn Sheller. One lot second-hand elevators and conveyors. One lot of second-hand buhr mills and grinders. THE STRAUB MACHINERY CO., Cincinnati, Ohio.

VALUABLE MACHINERY FOR SALE CHEAP.

One double stand 9x24 Allis Roll, Style A. One double stand 6x15 Noye Roll. One 9x18 6-roll Noye Feed Mill. One Robinson Corn and Cob Crusher. One 18-inch Robinson Feed Mill. One Buffalo Sieve Scalper—Noye make. Two 22x86 Noye Reels. One George Smith Reel. One 28-inch Burnham Water Wheel. One 1,000-bushel hopper scale. One 36x9 Hill Friction Clutch Pulley. One 32x9½ Hill Friction Clutch Pulley. One pair core gears.

Seven rope pulleys—various grooves and sizes.

Iron pulleys—48-inch diameter down.

Quantity of 16x7 elevator buckets.

Elevator heads and boots complete.

Lot of 27-16 and 215-16 shafting and hangers.

Our stock is constantly changing and we probably have just what you require, although it may not appear here. Write us.

HONEOYE FALLS MANUFACTURING COMPANY, Practical Millwrights, Honeoye Falls, N. Y.

SCALES

SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

TO EXCHANGE.

Illinois corn and wheat farm to trade for good paying grain elevators. Address

J. M. MAGUIRE, Campus, Ill.

INSTANTANEOUS GRAIN CALCULATING TABLES.

Quick method for reducing corn, wheat, oats, rye and barley from pounds to bushels. Shows at sight from 1,000 to 100,000 pounds. An indispensable book for the grain dealer. Published by

STROMBERG, ALLEN & CO., 302 Clark Street, Chicago, Ill.

SITUATIONS WANTED

WANTED.

Situation wanted by a man of experience, with good references, as manager of a country grain business. Address

MACK, Postoffice Box 114, Nichols, Iowa.

ELEVATORS WANTED

WANTED.

Elevator or mill and elevator for good improved Illinois or Iowa farm. Address

IOWA, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

LOCATIONS FOR ELEVATORS.

Good locations for elevators and other industries on the line of the Belt Railway of Chicago. Low switching rates and good car supply. For further information address

B. THOMAS, Pres., Room 11, Dearborn Station, Chicago, Ill.

FOR SALE OR TRADE.

Elevators, mills, hotels in Indiana, Illinois and Iowa. Land to trade for elevator. List your properties with me. Great bargain in a modern Iowa elevator, just been remodeled. A pair of cracker-jacks in Indiana. A pair of kings in Illinois.

J. D. McCLEAN, 403 N. Jefferson Ave., Peoria, Ill.

GRAIN AND SEEDS

FOR SALE.

Kaffir corn and milling wheat. Get our prices. Address

THE A. R. CLARK GRAIN CO., Wichita, Kan.

MIXED CARS A SPECIALTY.

Flour, feed, rye, oats and corn. Send along your orders.

GOSHEN MILLING CO., Goshen, Ind.

WANTED.

Oats, corn, feeds and hay of all kinds. Send samples and quotations. Address

SOUTH SHORE GRAIN CO., Quincy, Mass.

CORRESPONDENCE INVITED.

We are now ready to handle corn, wheat and Kaffir corn and invite your correspondence when in need of any grain.

J. C. HAINES & CO., Augusta, Kan.

SEEDS. We buy and sell CLOVER, TIMOTHY, RED TOP, MILLETS, POP CORN, KAFFIR CORN, CHICKEN FEED GRAIN, Etc. WRITE US. DO IT NOW. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO.

SEEDS FOR SALE. Write for samples and prices of CLOVER, TIMOTHY, MILLET, SORGHUM, KAFFIR CORN. NATIVE WESTERN GROWN ALFALFA OUR SPECIALTY. MISSOURI SEED CO., 1445 St. Louis Ave., KANSAS CITY, MO.

CLOVER

We want your Medium, Mammoth and Alsike Clover; also Buckwheat and other field seeds

Send Samples, State Amount and Price

We will wire acceptance

ADAMS SEED CO., N. H. Adams & Son
Decorah, Iowa

ROOFING AND SIDING.

SYKES STEEL ROOFING CO.

114 W. 19th Place, Chicago

MAKERS OF FIREPROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

Corrugated Iron and Metal Roofing For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

GRAIN RECEIVERS

PITTSBURG

HAY	Clover Hay Wanted	GRAIN
	Our superior facilities and connections with large buyers of HAY and GRAIN enable us to get the best prices. Liberal advances made on shipments.	
	Daniel McCaffrey's Sons Co. Pittsburg, Pa.	
	References: Duquesne National Bank. Washington National Bank.	
	In the one spot 40 years.	

CLEVELAND

THE UNION ELEVATOR CO.

BUYERS AND SHIPPERS

WHEAT, CORN, OATS, HAY AND STRAW

OUR SPECIALTY: RECLEANED ILLINOIS SHELLLED CORN
CLEVELAND, O.

MINNEAPOLIS

PV	F. H. PEAVEY & CO.
	MINNEAPOLIS, MINN.
GRAIN RECEIVERS	
Consignments Solicited.	
MILLING WHEAT A SPECIALTY	

Marfield, Tearse & Noyes

Inc.

GRAIN COMMISSION

CONSIGNMENTS AND ORDERS FOR FUTURES SOLICITED.

Offices: Chicago, Milwaukee, Minneapolis, Duluth.
Private wires: Chicago and New York.

511-514 New Chamber of Commerce, Minneapolis, Minn.

INDIANAPOLIS

The Bassett Grain Co.

INDIANAPOLIS

Telephones 80 Rooms 33 and 35 Board of Trade

W. J. RILEY	W. E. JARBOE
W. J. Riley & Co.	
22 Board of Trade, Indianapolis, Indiana	
Grain, Flour and Feed	

Track bids made on application We want your trade
Let us have your consignments It will pay you to deal with us
NEW OR OLD PHONE 3434

BOSTON

Wheat — A — Specialty	A. P. Aldrich & Sons
	Incorporated. Capital, \$150,000
	Hay, Grain, Flour
	201 Chamber of Commerce Established 1882 BOSTON, MASS.

MILWAUKEE

B. G. ELLSWORTH, President H. H. PETERSON, Vice-President
E. H. HIEMKE, Secretary

L. Bartlett & Son Co.

GRAIN COMMISSION MERCHANTS

Room 23 Chamber of Commerce Building
MILWAUKEE, WIS.

O. MOHR, Mgr.

G. C. HOLSTEIN, Sec'y-Treas.

Mohr-Holstein Commission Co.

29 Chamber of Commerce

MILWAUKEE

Sample Grain a Specialty

BRANCH OFFICES AT CHICAGO, MINNEAPOLIS

ESTABLISHED 1864

I. H. Lowry & Co.

64 Mitchell Building, MILWAUKEE, WIS.

GRAIN COMMISSION MERCHANTS

Branch Offices at CHICAGO, MINNEAPOLIS

We solicit your consignments

CHICAGO	MINNEAPOLIS
J. V. LAUER & CO.	
Grain Commission	
BARLEY A SPECIALTY	
Ship us your next car	
Chamber of Commerce	MILWAUKEE, WIS.

DETROIT

A. S. DUMONT R. C. ROBERTS A. E. O'DONNELL

Dumont, Roberts & Co.

RECEIVERS GRAIN SHIPPERS

Chamber of Commerce
DETROIT, MICH.

Merchants Exchange
DECATUR, ILL.

Consignments Solicited. Ask for our Bids and Quotations.

CAUGHEY & CARRAN

DETROIT, MICH.

Grain and Seed Merchants and Commission

OUR SPECIALTY: OATS AND CLOVER SEED

We handle Beans, Barley, Rye, Corn, Wheat. Try us. Liberal advances.

OFFICES: 620 to 624 Chamber of Commerce
ELEVATOR and SEED HOUSE: Corner 14th and Baker Sts.

HOUSTON

Correspondence Solicited	Robinson Cypher Code
FRANK THOMS & CO.	
(INCORPORATED)	
COMMISSION MERCHANTS	
Grain, Mill Feed and Hay	
HOUSTON, TEXAS	

GRAIN RECEIVERS

TOLEDO

C. A. KING & CO.

The Golden Rule grain and seed firm of Toledo. Try them on futures, grain, seeds and provisions, Toledo and Chicago. They give GOOD SERVICE. Send them your Toledo consignments of seeds and grain if you want TOP PRICES. Accept their bids. Since 1846 they have passed through panics, wars, floods and fires. Ask for their SPECIAL reports. Read Boy Solomon's sermons. Be friendly. Write occasionally.

Frederick W. Rundell James E. Rundell

ESTABLISHED 1877

W. A. RUNDELL & CO. Grain and Seeds

CASH AND FUTURES

Consignments Solicited

Ask for our Daily Grain Bids

Room No. 33 Produce Exchange, TOLEDO, O.

The J. J. Coon Grain Co.

GRAIN, SEEDS AND FEED

61 Produce Exchange

TOLEDO, OHIO

CONSIGNMENTS SOLICITED CASH AND FUTURES

REYNOLDS BROS.

TOLEDO, O.

Buy and Sell Grain

SELL US YOURS

If you don't get our bids, ask for them. Consignments always welcome. Consign us yours.

J. F. ZAHM

F. W. JAEGER

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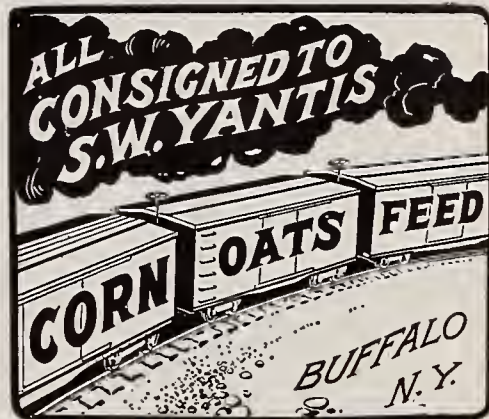
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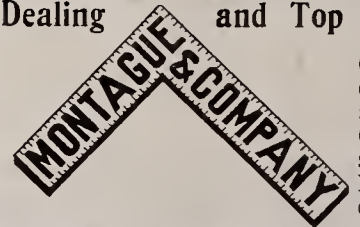
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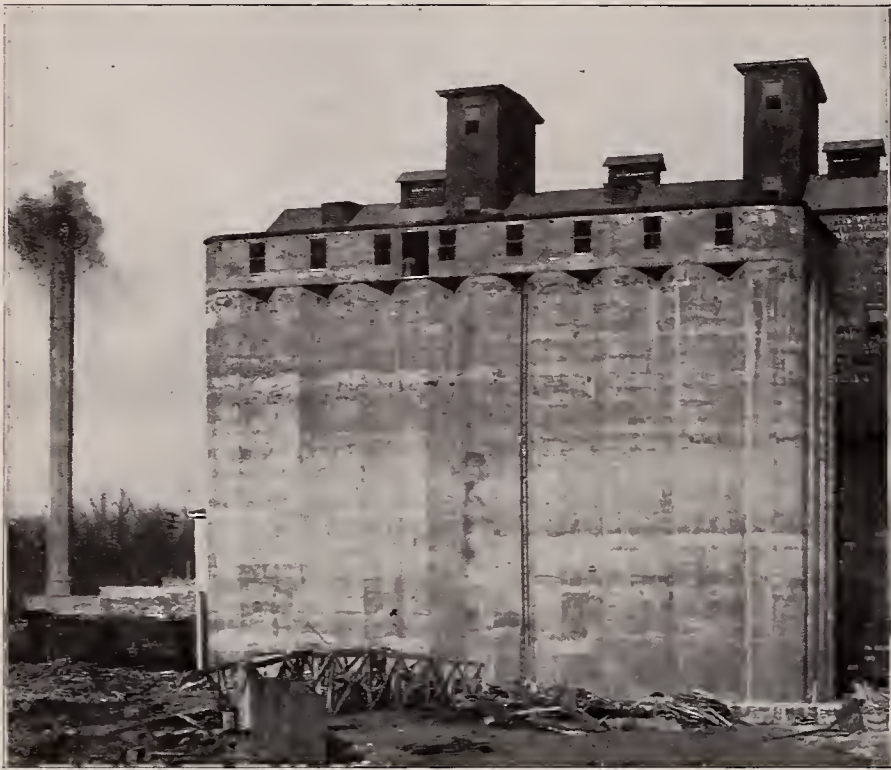
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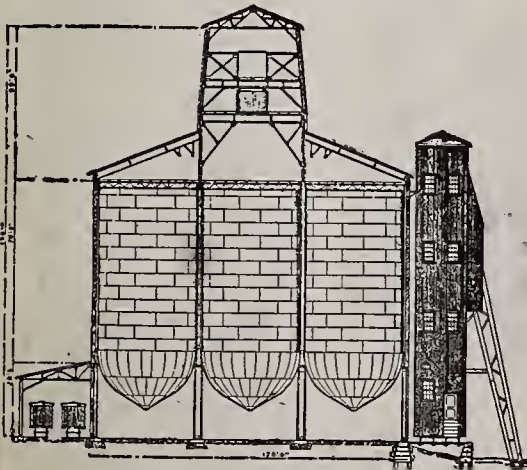
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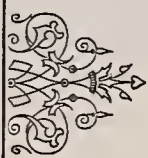
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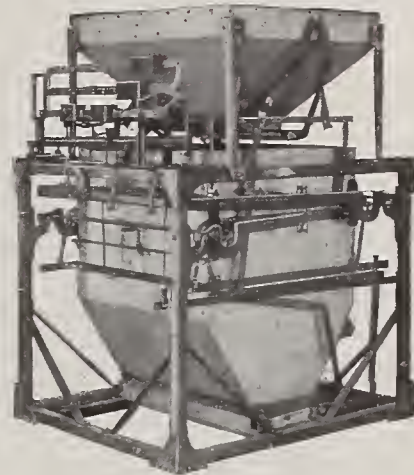
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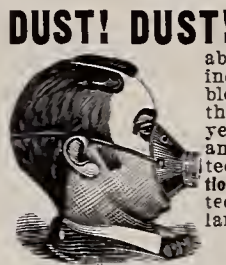
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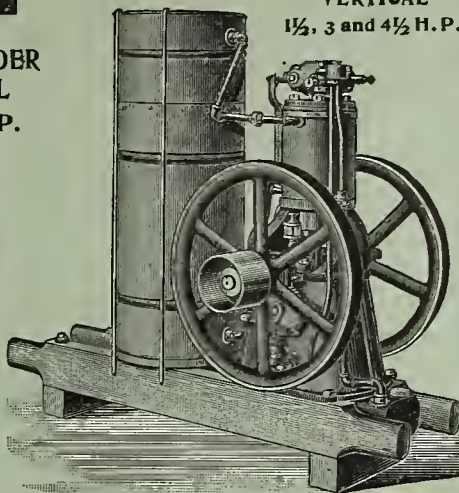
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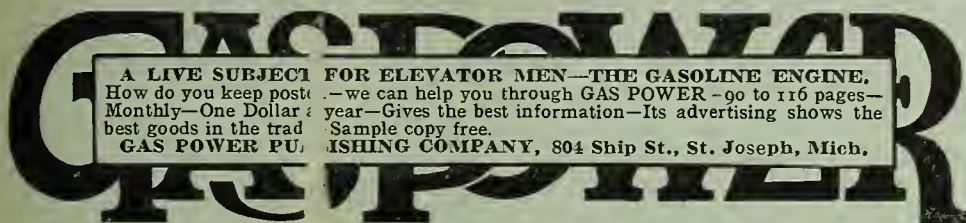


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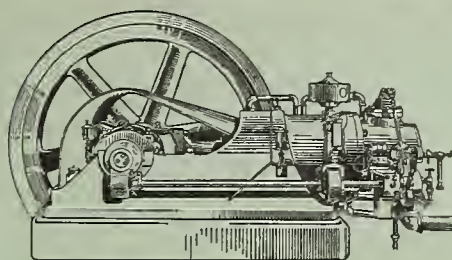
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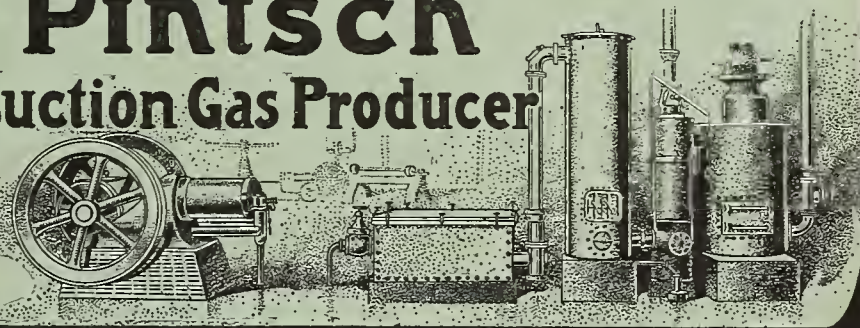


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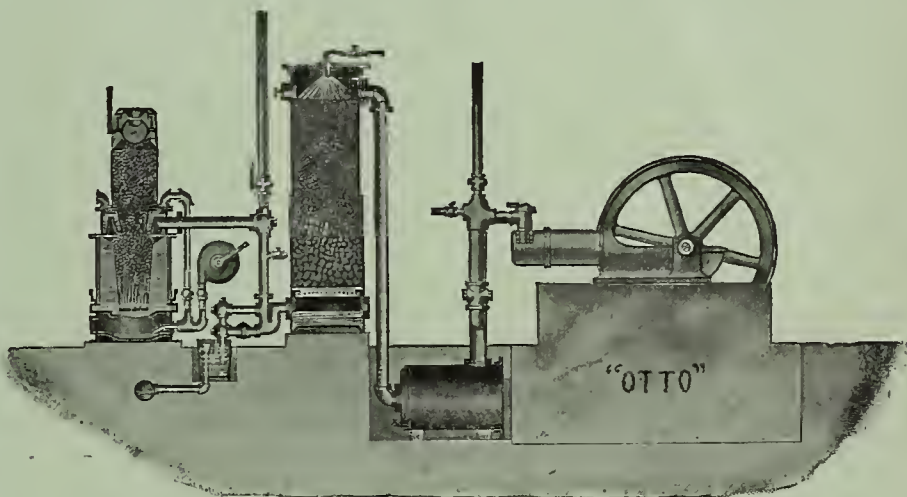
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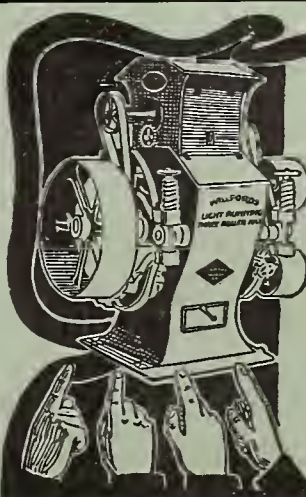
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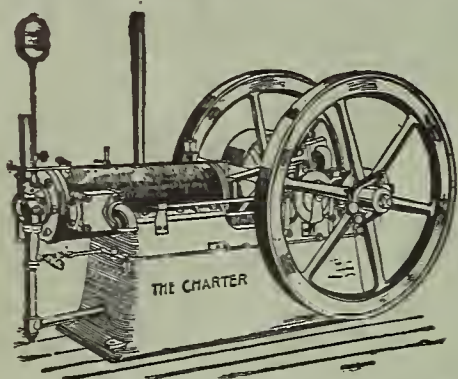
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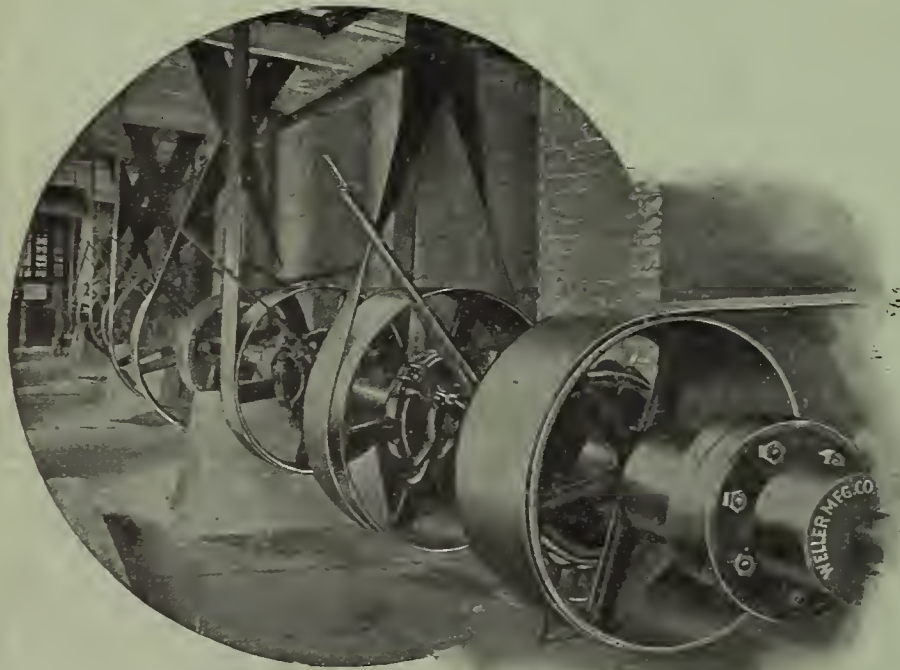
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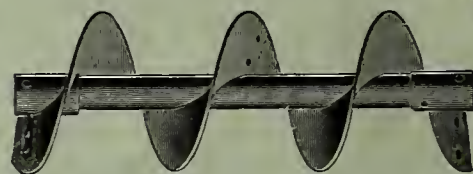
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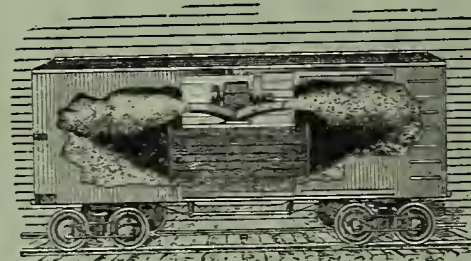


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